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The Hongkong Telegraph.

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No. 11174

六拜禮 號九十二月伍英港香

SATURDAY, MAY 29, 1926. 日八十月四

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TO-DAY'S HOTEL MEETING.

RECONSTRUCTION WORK AFTER FIRE.

THE KALEE SALE PROFIT.

That work is going to be put in hand almost immediately for the demolition and partial reconstruction of the upper floors of the burnt-out portion of the Hongkong Hotel and that large provision is to be made for a new grill room and dance floor were among the chief items disclosed by Mr. J. H. Taggart in his speech as Chairman of the Hongkong and Shanghai Hotels, Ltd., at the annual meeting of the Company which took place this morning.

In connection with the fire on New Year's Day it was announced that the settlement with the Insurance Company resulted in a cash payment of over fourteen lakhs.

The sale of the Kalee Hotel, Shanghai, resulted, it was stated, in a profit, approximately, \$370,000 over and above the book valuation.

Addressing the meeting, the chairman said:—Gentlemen,—The accounts and the report of the Directors having been in your hands for several days, I will, with your permission, take them as read. The report of the auditors is as follows:—"We have audited the above account and balance sheet with the books and documents of the Head Office and the accounts and balance sheet of the Shanghai Branch rendered by Messrs. Thomson & Co., certified by them as correct. We have obtained all the information and explanations we have required. In our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs according to the best of our information and the explanations given to us and as shown by the books of the Company.—Percy Smith, Seth & Fleming, Chartered Accountants, auditors: Hongkong, 1st May 1926."

REGRETTED DEATHS.

Before I proceed to report upon the affairs of your Company during the financial year under review, it is with the deepest regret that I have to record the loss sustained by the Company by the death of the Hon. Mr. C. Montague Ede on the 22nd May, 1925, and by the deaths, as recently as this very week of the Hon. Mr. P. H. Holyoak and the Hon. S. Paul Chater. The Hon. Sir Paul Chater was a very old resident and a veritable bulwark to the Colony. He had seen it progress from its infant days to the position it now occupies as one of the largest ports of the world, and he had himself very largely contributed to its success in that connection, for he had at all times fostered the development of private enterprise and it is in no small degree owing to his foresight and skill that the Colony's progress is due. As Sir Henry Pollock truly said at the meeting of the Legislative Council on Thursday last, "He was a Master Builder." His loss to this Company is a very severe one, for, as you all know, he was a man of consummate judgment in everything appertaining to finance, and in recording his death I would convey to Lady Chater and his relations our sincerest sympathy in their sad loss.

The Hon. Mr. Montague Ede was another gentleman endowed with "vision." He, too, was a very old Far Eastern resident and his business capacity was of the greatest service to this Company. His courage, during his long illness, was such as to command the admiration of all. He, like his colleague Sir Paul Chater, was a tower of strength to this Company and on behalf of its Directorate, shareholders and staff, I would record our deepest appreciation of his services.

The Hon. Mr. P. H. Holyoak was of a later generation as a Far Eastern resident than Sir Paul Chater and the Hon. Mr. Montague Ede. Mr. Holyoak had, nevertheless, resided in Hongkong for twenty-seven years and in the last twelve years of that period had rendered very considerable public service to the Colony. Though only a Director of this Company during the past three years, he had at all times evinced the greatest interest in its affairs and had rendered it signal service on several occasions. To Mrs. Holyoak and

her daughters, therefore, I tender our heartfelt condolences in their sad bereavement.

INCREASED EXPENDITURE.

Turning to the accounts for the year 1925, you will observe that the balance of Working Account amounted to \$1,139,175.19, being a decrease of \$242,761.18 compared with the preceding year. The balance of Profit & Loss Account (notwithstanding the fact that the amount brought forward was \$34,000 greater in 1925 than in 1924) shows a decrease of \$420,959.73. The main items of increased expenditure in the Profit & Loss Account are as follows:—Mortgage and Bank interest by \$144,000, maintenance and repairs by \$48,000, depreciation by \$40,000, and rents, rates and taxes by \$28,000.

The increase in Bank interest is naturally accounted for by the fact that, due to the financial stringency in the third quarter of 1925, our capital issue, in common with that of other concerns, did not meet with the support that under normal conditions would have been forthcoming. Therefore we had perforce to resort to other means in order to finance our commitments and it is due to the facilities granted by our bankers that we were enabled to pursue, without interruption on account of finance, the constructional programme upon which we had embarked in connection with the Peninsula Hotel.

Turning to the balance sheet you will observe that the items "Land" and "Buildings" have increased by \$2,820,000 which is, in the main, accounted for by the acquisition by the Company, on favourable terms, of the reversionary interest in the Palace Hotel, Shanghai (to which reference was made in the speech from this chair last year). As a result, the item "Leasehold Properties" has been eliminated from our balance sheet and in pursuance of our policy we are now the owners of freehold property in respect of all the establishments we operate.

DIFFICULT CONDITIONS SURMOUNTED.

The year which has passed since our last general meeting has been, as you are probably only too well aware, one presenting unprecedented difficulties to practically every business concern of this Colony and it would be superfluous, therefore, for me to labour this point. The unsettled situation created by the disturbances of the month of May resulted in a serious set-back in our turnover in the Northern port, but Shanghai recovered quickly, as reflected by our revenue figures which, I am pleased to say, show an appreciable increase in most departments; and, whilst, on this point, it appears to me opportune to emphasise that the action of your Company in acquiring the Hotels in Shanghai has proved a source of very considerable strength to the Company and is more than justified by the results, for since the amalgamation effected with The Shanghai Hotels, Ltd., at the end of 1922, the Company has been placed in a position whereunder it is not nearly so vulnerable as would be the case if its interests were concentrated in one place.

In Hongkong, as the employer of a large staff, the Company was naturally seriously affected by the

THE RENT LAW.

LANDLORDS AGAINST RENEWAL.

PETITION TO GOVERNOR.

Although the Hongkong Government has expressed its intention of not renewing the Rents Ordinance after June 30th, local Chinese landlords, doubtless influenced by the knowledge that the Tenants' Association has petitioned the Government against its abandonment, have sent in their own petition on the subject.

Over the signatures of thirty-two individuals and firms, forming the Committee of an Association with a membership of 400 owners of property in the Colony, representing the owners, it is claimed of approximately 60 per cent. of all the house-property in the Colony, there has been sent to His Excellency the Governor a very lengthy petition, of which we give the main points below.

CONDITIONS ALTERED.

The petition points out that the "exceptional circumstances" under which the Rents Ordinance came into being now cease to exist, and although the petitioners have observed in the Hongkong Government Gazette that it is the intention of the Government not to renew the Ordinance, it was deemed desirable, at a general meeting of the members of the Landlords' Association, to place their views before the Government, and by these opinions and the reasons therefor, to demonstrate that it was in the best interests of the community and the Colony that the Ordinance should not be renewed.

It is pointed out by the petitioners, that the basic reason for the Ordinance was to protect the domestic interests of the tenant, and insofar as any reasons for the renewal of the present Ordinance are based on any alleged need to protect businesses, these reasons are irrelevant and not germane to the issue. With the removal of the exceptional conditions referred to above, and the provision of ample accommodation for all, any further legislation for the restriction of rents will, it is claimed infringe on the free exercise of the ordinary civil rights of property, to which landlords are entitled.

RESTRICTING CAPITAL.

It is asserted that accommodation has largely increased since the operation of the present Ordinance, and the number of vacant premises has been largely increased by desertion of the tenants since the commencement of the present trouble. According to the petitioners, it is pointed out by the petitioners that there were over seven thousand empty flats in June of last year.

The economic side of the matter is dealt with by the petitioners, who, in a lengthy review of conditions up to the present date, submit that the continuation of the Ordinance is highly undesirable from the viewpoint of the up-to-date healthy restoration, it places on the flow of capital and business in the Colony. As a result of the operation of the Ordinance, it is claimed by the petitioners that the floating capital of the Colony has become fixed and locked up in these houses, which, condition in the normal way would be relieved by the introduction of capital from outside the Colony, but, owing to the Ordinance, this desirable influx of capital for investment in this manner has all intents and purposes ceased.

It is furthermore submitted that, from experience obtained in the past, it appears that most merchants and shops are in the habit of raising money by mortgage or sale of their house-property for the purpose of their business, and in many cases firms who own house property have been unable to sell or mortgage the same on reasonable terms, or the terms they are entitled to obtain, owing to the fact that they are unable to give vacant possession.

(Continued on Page 10.)

WAR OPERATIONS IN HUNAN.

REPORTED BOMBARDMENT OF HENGCHOW.

MORE WU PEI-FU TROOPS.

News from Wuchow states that Kwangsi has mobilised nine regiments for service in Hunan, of which three are already in active service at Tung Chow and Siang Siang, while the remaining six regiments are on the frontier ready to advance as soon as sufficient funds are received. It is stated that General Li Chung-yan is still in Canton waiting for the promised funds, and as soon as he has received the first payment of five hundred thousand dollars he will proceed to the front to take command of his men. There are a couple of battalions of sappers under training. It is also stated, that Han Choy-fung, one of the principal generals of Sun Hung-ying, has been captured by the forces of Long Sang-che, and is now at Tong's headquarters pending trial by court-martial.

There is a report to hand contradicting Tong Sang-che's telegram stating that his forces have recaptured Wing Chow and Siang-tai. According to this report, Yip Hoi-kun's forces have reached Heng River, and are bombarding the city of Hengchow, whilst more of Wu Pei-fu's troops have been detached from Hupoh. The report further states that Kiangsi is mobilising its forces on the frontier, and Yeung Che-seng and Yeung Yu-hin have had their units increased.

It is reported that the Canton Government has instructed the Treasurer, Mr. T. V. Soong, to devise means to obtain ten million dollars within two months, to be entirely devoted to the Northern campaign. It is stated that the plan is to re-open the fantan monopoly in Canton, which will bring about two million dollars. From the sale of opium under Government control, four and a half millions are expected, from the lottery monopoly half a million, and from important centres outside of Canton, various monopolies will bring in about three million, the sum total of these being about ten millions.

MOTOR WORKS FIRE.

RENAULT FACTORY BLAZE.

Paris, May 28.

A serious fire in the Renault Motor Works at Billancourt, where the workers recently struck, started in a petrol store and spread to the tyre works which were destroyed. All the principal fire stations in Paris sent engines.

The authorities are enquiring into the question of incendiarism, particularly the presence of certain foreigners.—*Reuter*.

WORKMEN NOT TO BLAME.

Paris, May 28.

The police have come to the conclusion that the fire at the Renault motor works was an accident. Workmen helped the brigade to extinguish the flames. The damage is estimated at several million francs and is covered by insurance.—*Reuter*.

LABOUR GAIN.

A BY-ELECTION VICTORY.

London, May 28.

Labour has won a great victory at the North Hammersmith by-election, which was due to the resignation of Mr. Ashmead Bartlett, Conservative.

The figures were:—
Mr. J. P. Gardner (Labour) 18,005
Mr. Gluckstein (Conservative) 9,484
Mr. Murfit (Liberal) 1,974
At the last election there was a Conservative majority of 1,955, but in the election before that, Mr. Gardner, who has now won, was returned. North Hammersmith therefore goes back to the Labour Party.—*Reuter*.

SIR J. CANTLIE.

FAMOUS SPECIALIST DIES.

FORMERLY OF HONGKONG.

It is with extreme regret that we have to record the death of Sir James Cantlie, the noted Harley Street specialist, news of which is contained in a brief *Reuter's* telegram to hand this morning. The deceased was, with the late Sir Patrick Manson, one of the early members of the local firm of doctors now known as Drs. Harston, Black, Balcan, Koch, Stuart Taylor, Morrison and Gowler. He will be remembered by some of the older residents of the Colony as a man who took the deepest interest in local medical affairs, as well as the work of various public organisations, whilst it will also be recalled that he was responsible for the rescue of the late Dr. Sun Yat-sen when the latter was arrested by the Chinese authorities in London many years ago.

The deceased was best known for his work in the sphere of tropical medicine, while he was frequently consulted by Far Eastern people, besides which he was an advisory medical man to many Hongkong and other Far Eastern firms. His demise will be deeply regretted, as marking a big loss to the whole British medical world.

SON OF FARMER.

The late Sir James Cantlie, K.B.E., M.B., F.R.C.S., Consulting Surgeon of the Seamen's Hospital Society, founder and President (from 1921 to 1923) of the Royal Society of Tropical Medicine and Hygiene, and founder and co-editor of the *Journal of Tropical Medicine*, was born at Keithmore, Dufftown, Banffshire, Scotland, on January 17th, 1851. He was the son of Mr. William Cantlie, farmer and banker. He married, in 1884, a daughter of Mr. Robert Barclay Brown (who died in 1921), and who was an Officer of the British Empire Order. There were four sons by the marriage.

The late Sir James was educated at Milne's Institution, Fochabers; Aberdeen University; and Charing Cross Hospital. He was an M.A. of Aberdeen (Natural Science Honours), won Honours in Surgery, was D. P. H., London, and LL. D. of Aberdeen University. He was also a Knight of Grace of the Order of St. John of Jerusalem, and held the Imperial Order of Osmanieh (4th Class).

MANY POSITIONS.

The deceased came to London in 1871 to finish his medical education, was Demonstrator of Anatomy at Charing Cross Hospital from 1872 to 1887, became Assistant Surgeon in 1877 and was appointed surgeon in 1887 and was appointed surgeon of the Hospital in the following year. At the same time he undertook the duties of Examiner to the University of Aberdeen. He went on a visit to Egypt in 1883 in company with a cholera expedition and on his return to London in 1885 he was appointed Surgeon Commandant of the V.M.S.C., which post he held for over two years. It was in 1887 that Dr. Cantlie came to Hongkong, and from 1889 to 1896 he was Dean of the Hongkong College of Medicine for Chinese—the forerunner of the Hongkong University.

Amongst other posts he had held was that of Plague Officer for the London County Council; Consulting Surgeon in London for the North-Eastern Railway Company; member of the Council of the Red Cross Society; Hon. Colonel of the R.A.M.C. (Territorial), 1st, London Division; and Commandant of the No. 1 V.A.D. London, from 1909 to 1922. In the year 1902 he was honoured by being made President of the London Caledonian Society.

HARLEY STREET SPECIALIST.

The late Sir James Cantlie has been more especially known of late years as a Harley Street specialist, and as the author of numerous medical works.

Bulls and Inners

From the Office Butts.

"The mosquito caused the fall of Greece and Rome" states an article in the *South China Morning Post*. Arise Spurious Taipothus! are the mighty hosts of Anopheles consume thee also!

There is no truth in the rumour that the Advisory Committee in connection with the H. K. V. C. are to be provided with cumshaw steak and kidney puddings whenever they sit.

American trade journals predict a great increase in the price of lubricating oil. American automobile journals point to the ever decreasing price of cars. If this sort of thing continues, we shall have a "light six" thrust upon us whenever we buy a gallon of oil.

People used to run across old acquaintances. Since the motoring vogue, they run across almost anybody.

Any soldiers will tell you that the best thing to induce chest expansion is a plentiful supply of medals.

A Swiss has invented a system of musical shorthand. Needless to say, it's a matter of notes.

The irate gentleman who complained the other morning that his coffee was mud, overlooked the fact that it was ground originally.

There is no truth in the rumour that a book is to be published by the Government, entitled, "Bathing, beaches, and how to keep them select."

Sunburn may be prevented by staying in bed over the week-ends.

Ladies will not lose their clothes while swimming if they place them in a small water-tight vanity case which should be attached to the back of the left wrist.

The *Post* speaks of an outrage in the New Territories by "a party of doblers." May be; some relation to those outrages known as *pate de fois gras*.

Lots of local girls get a big kick out of the modern dances.

Talking of education, a boy can learn a lot after dark in Hongkong without going to night-school.

"France Seeks Change in Cabinet," says newspaper heading. Franchly speaking, she seems to have little chance of finding any.

All good books should be read, but no good books can be read.

We know some Peak ladies who do their worst to look their best.

An engagement has just been announced. The girl told her aunt who spent an hour next morning in the Hongkong Hotel lounge.

The man who was able to borrow \$25 in Kowloon, in order to make the first payment for a mail order course in efficiency, threw the money away.

According to the *Post*, \$2,640 were voted to cover cost of erecting matched stables for 40 points and Indian grooms. Doubtless the Government were convinced of the many ponies in favour of this provision.

We met a man the other day ing classes who swears that there is nothing pher. By the same token, work like an operation for appendicitis for taking it out of one.

Bandits captured a junk full of condensed milk the other day. The natives in the vicinity are now why they lay eggs that always te Swiss.

Sir Conan Doyle has apparently found Spiritualism quite a happy medium for earning a crust.

One of Hongkong's flappers certainly believes in gathering 'knuis in May.

Prehistoric discoveries are being made all over England these days, which seems to indicate that some people are trying to ape scientists.

Most of these new books seem to tell the old, old story.

Whoever named modern youths "Sheiks" appears to have played a mean trick on the Arabs.

The latest from American post-office circles is that a hen persists in depositing treble-yolked eggs. Great yolks from little eggs grow.

We do hope that some of these hotel pianists will not be not trusted with a harp in the eternal future.

A Shanghai pianist offers to tell one all about himself by post for "a moderate fee." Therefore hangs a tale, we suppose.

Hint to husbands. Raising your thumb with the hammer can be prevented by allowing the "other half" to hold the nail.

Concurrent with the visit of a party of Redskins, a London newspaper explains why Indians wear feathers. We always thought it was to keep their wig-wam.

"Ladies." We really must give short dresses a rest. Nevertheless, we quite agree that they are "short and kneesy."

Some lady golfers who cannot drive a ball seem to have difficulty in driving their husbands mad.

The *China Mail* speaks of Bal-letier and D'Olay having started on their flight to Tokyo. By the same token, Lloyd and George have had a row with the Liberal Party.

One time when folk isn't cheap is when a man says "I will."

Model homes may be all right, but what about the supply of model people to live in them?

We sympathise with the Kowloonite whose neighbour rides a motor-cycle and plays a saxophone.

The newcomer who vacated his seat on the Peak tram in favour of a lady, might have caused her early demise from shock.

Hongkong's glorious bathing season is here again—for Government servants and other nice people who have matches and motor cars.

According to the *Daily Press*, "Charles Edward Russell" was accompanied by Mr. Bill Hurroft on a Government mission to Russia. We believe this gentleman is a personal friend of President Cal Vinescolidge.

There is no truth in the rumour that a local angler is endeavouring to transfer the propensities of mosquitoes to fish.

The Charleston as demonstrated in Hongkong is difficult to distinguish from its original appellation—"St. Vitus Dance."

"Drink is the ruin of the world" says a local philosopher. By the same token, work like an operation for appendicitis is the ruin of the drinking classes.

A professor says hens are much more clever than is generally supposed. That probably explains natives in the vicinity are now why they lay eggs that always te Swiss.

A London doctor claims to have invented a drug which will cause a mouse to grow to the size of a cat. He has just received a telegram from America, stating:



Every Fixture in your Home can be neat and firm

IN EVERY home there are dozens of articles—shelves, cupboards, coat hooks, etc.—all of which must be fixed securely and neatly. There is only one method of ensuring real and permanent satisfaction—and that is the Rawlplug method—successful on walls of any material from plaster to concrete.

The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

- (1) Invisible when in position.
- (2) Anyone can use them.
- (3) No damage to Walls.
- (4) There is a Rawlplug for every screw.



Obtainable from all stores, or the Sole Agents
The General Electric Co. of China, Ltd.

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THE RAPID CURE FOR

"COLD IN THE HEAD" INFLUENZA, CATARRH.
An occasional dose "Nips in the bud" the incipient Cold.

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We are now showing this year's designs
in reliable Bathing Caps and Shoes.

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THE ASIA COAL AND BRIQUETTING CO., LTD.

SOME DELINQUENT SHAREHOLDERS.

The first ordinary yearly meeting of shareholders in the Company was held at the offices of Messrs. Douglas Lippard and Company, at 12 noon, Thursday, May 27.

Mr. M. B. Yung was in the chair and there were also present Mr. H. P. White, Mr. G. K. Hall, Mr. H. L. Yung (Directors), Mr. Walter Ng (Secretary), and Messrs. V. Riedler and A. R. F. Raven (Shareholders).

Mr. Walter Ng, the Secretary, read the notice convening the meeting.

The Chairman, Gentlemen, the Report and Statement of Accounts together with the Auditors' report, have been in your hands for some days and with your permission, I propose to follow the usual procedure and take them as read.

Referring to our accounts, you will note that the comparatively large amount of \$47,108 due on allotment and calls, we have been unable to collect. This amount represents over 40 percent of the total amount on which we had every right to count in making our plans for development of site and purchase of briquetting plant. The general situation in the Colony can be blamed for the greater number of these delinquencies, the result of which has been to retard all of the plans and operations of the Company. Had times been normal, we should have now been in a position to put our briquettes on the market.

In order to be as lenient as possible, we postponed the first call for three months from September 21st to December 15th, and after that until March 27th, 1926. We applied all the pressure possible without taking "definite action," to make the remaining delinquents pay up. On March 27th, by order of the Board, a notice was sent out requiring all call money to be paid on or before April 10th, failing which the shares on which the said call money was due would be offered for sale by the Company at various discounts according to amounts already paid on them. Until sold they still remain the property of their original subscribers.

Expenditure.

Our expenditures, with the exception of those of administration, have been practically all for site development and briquetting plant and buildings. The reclamation of our site, which consists of 874,400 square feet of foreshore and water, and the building of 1,946 feet of seawall in an average depth of 22 feet of water represents work of sufficient magnitude to warrant the installation of efficient equipment and the adoption of a method of work which will enable the whole to be completed at the lowest unit cost. With this aim in view, the Company began in March, 1925 to build two gravity piers and to rock the hill in three benches to gain our filling, and by following this method a sufficient amount of dirt and rock will be made available for the whole reclamation and can be handled at comparatively low figures. The cost of this equipment, together with tracks, cars and small tools, amounts to round numbers to \$18,000. If we now divide this amount by 600,000 the estimated number of cubic yards of material to be handled over it, it gives us three cents per cubic yard to be written off for this equipment, assuming that it is valueless at the completion of the work. A contractor with the aid of this layout is now handling dirt for 11 cents per cubic yard, to which must be added our three cents to pay for equipment, making the final cost 14 cents. Comparing this cost with the cost of dirt fill in other parts of the Colony where conditions are quite similar, I find that we are effecting a saving of about 60% which amounts on the whole job to \$30,000, which amply justifies our expenditure of \$18,000 for site development plant.

The Plant.

This plant began to operate in October and from then to the end of the year was run at less than

half of its capacity due to the causes previously mentioned.

About 30,000 square feet of land has been reclaimed in water averaging 10 feet deep and some sixty feet of rubble mound for the sea wall has been placed in water 22 feet deep. The foundation for the briquetting plant, consisting of 4,000 square feet of large rock filler, has been put in and the greater part of the footings and foundation walls for the briquetting building have been completed. The public highway has been widened from 20 to 40 feet for a distance of 380 feet to comply with the Government requirements, which has involved both a rock cut and a 20 foot fill.

Briquetting Plant.—A briquetting plant by the well known makers of briquetting machinery, Yendon & Co., Leeds, has been purchased and a sum of \$7,250 paid on account. The balance of \$21,750 plus interest at 8% from July 1st, 1925. Under normal conditions the plant should have been up and in operation by this time.

During the year experiments have been carried on for the perfecting of a coal briquette designed to take the place of firewood in Chinese kitchens, and we now have a formula for making a briquette which is a satisfactory substitute for firewood and which will cut the cost of fuel by 50 percent when sold at a figure that will net the Company substantial profit. This opens up a new and almost unlimited field for our briquettes.

With the return to normal of the affairs we may claim that our prospects are brighter than ever.

I do not think, Gentlemen, that there are any other matters that call for explanation and I now beg to propose the adoption of the report and accounts and when these have been passed, I shall be glad to answer to the best of my ability, any question which shareholders may wish to ask.

Mr. H. P. White seconded and the motion was carried unanimously.

Questions

Mr. A. R. F. Raven: Have any of the delinquents paid up?

The Chairman: None.

Mr. V. Riedler: Are the shares of the delinquents open for sale to the general body of the shareholders? And at what price?

The Chairman: Yes, the shares can be purchased at a discount equivalent to the amount paid up.

The Chairman: The next business to come before the meeting is the re-election of Directors and election of a new Director. Messrs.

H. P. White and H. L. Yung retire but being eligible, offer themselves for re-election. Mr. W. Paul Liang having left the Colony is ineligible and a new Director must be elected in his place.

Mr. G. K. H. Brutton: I propose that Mr. H. P. White and Mr. H. L. Yung be re-elected as Directors.

Mr. A. R. F. Raven seconded and the motion was carried.

The Chairman: I propose the name of Mr. Chan Wing On as a Director in the Company, and I think that in every way he would make us a good Director. He has had a creditable record as the Magistrate of Heung-shan under General Chan Kwing-ming.

Mr. V. Riedler seconded and the motion was carried.

The Chairman: I propose that Messrs. Lowe, Bingham and Matthews be re-elected as Auditors at the remuneration of \$500.

Mr. G. K. H. Brutton seconded, and the motion was carried.

This concluded the business.



FIRST IMPRESSIONS.

are often lasting, for which reason it is wise to take care of one's personal appearance and to avoid pimply, blotched skin or ill-smelling breath. Both these troubles most frequently arise from intestinal torpidity, which can easily be overcome by the use, when needed, of Pinkettes. These dainty little laxatives dispel constipation, ensure daily regularity, gently stimulate the liver, clear the skin, purify the breath. They banish sick headaches, bilious attacks, vertigo, relieve Piles. Your chemist sells Pinkettes, or 60 cents the vial, post free, from Dr. Williams' Medicine Co.

PINKETTES KEEP YOU WELL.



To-night!

YOU must look even lovelier than he has dreamed—your hair gleaming—your eyes deep pools of glory—your arms warm ivory with never, never a trace of shadow.

X-BAZIN will give your arms—underarm and fore-arm—and your neck this immaculate beauty. Pleasantly, safely, almost instantaneously, this marvellous French-depilatory removes superfluous hair. It leaves the skin smooth and creamy and does not coarsen, darken, or increase future growth. And it is scented—so very delicately. For his sake and your own—use X-BAZIN to-night, of all nights!

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R. H. KOTWALL & CO., R. O. Box 252, Hongkong



HONGKONG HOTEL ROOF GARDEN

KING'S BIRTHDAY CELEBRATION SPECIAL DINNER DANCE

Saturday, 5th June, 1926.

DINNER \$4.00 per head

DANCING 8 P.M. TO MIDNIGHT

Fancy or Evening Dress optional.

Tables may now be reserved.

THE HONGKONG & SHANGHAI HOTELS, LTD.

IF YOU WISH TO BUILD

A Garage, Bungalow, Bathing Shed or similar Structure at a reasonable price, and of cool, fire and weatherproof, durable material, use

ITALIT

Gold Medal

Asbestos Cement Corrugated & Flat Sheets.

Once fixed no repairs or upkeep expenses.

Stocks carried.

For particulars apply to Import Dept.,

SHEWAN, TOMES & Co.

Sole Agents,

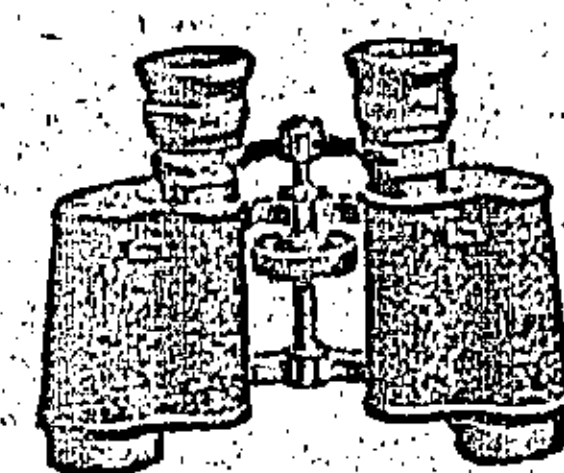
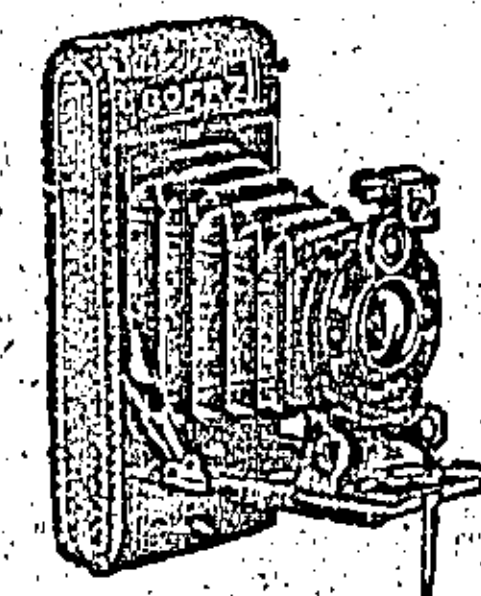
St. George's Building,

Telephone C. 781.

COME AND INSPECT

The best cameras and binoculars in the WORLD.

GOERZ GOERZ



Specialists For Tourists' Developing and Printing.

HALL, LAW & Co., Ltd.

PHONE 3217

30-32, DES VORUX ROAD, C.

SALESMAN SAM.

Dirty Work Ahead

By Swan

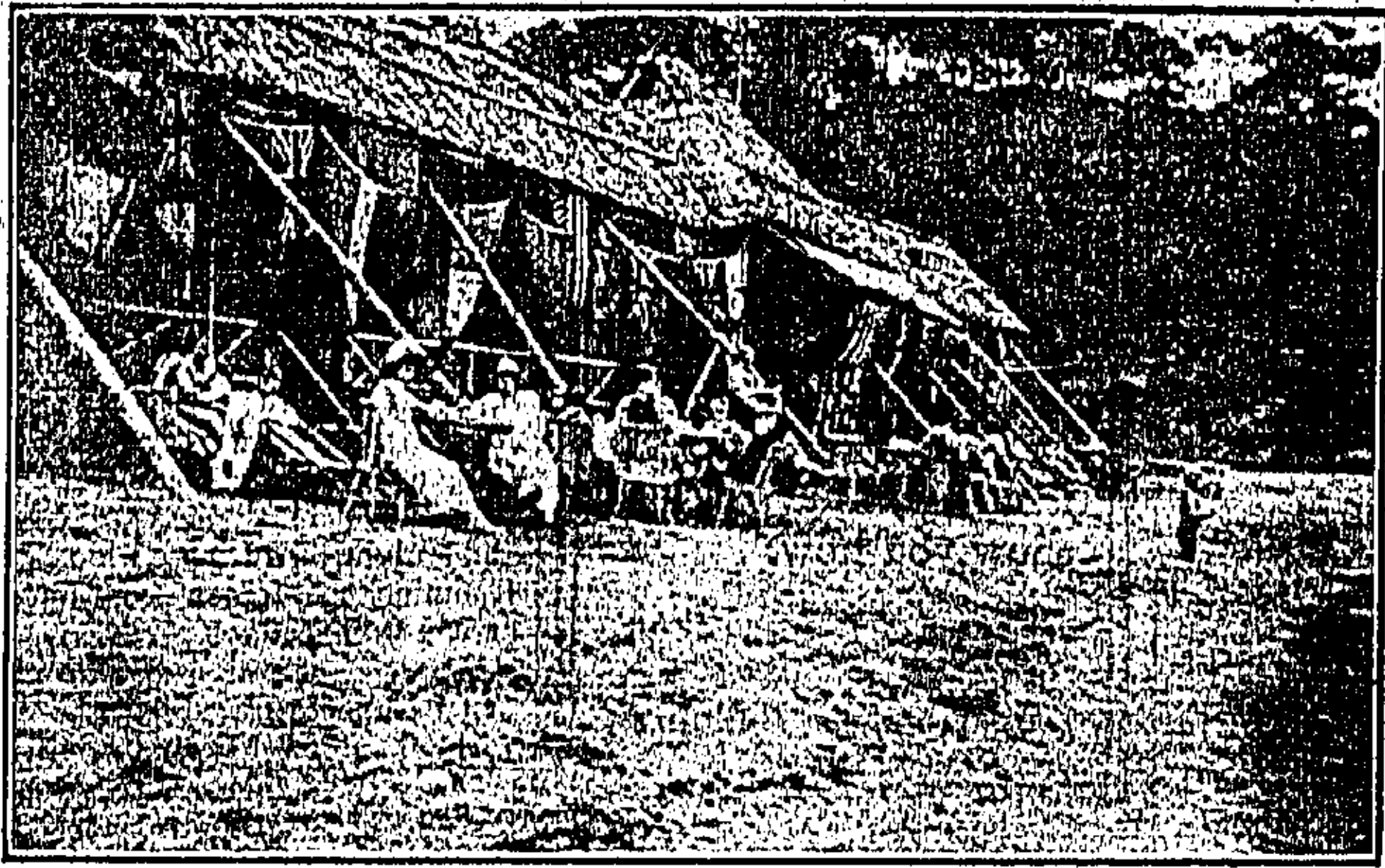


Heat or cold —

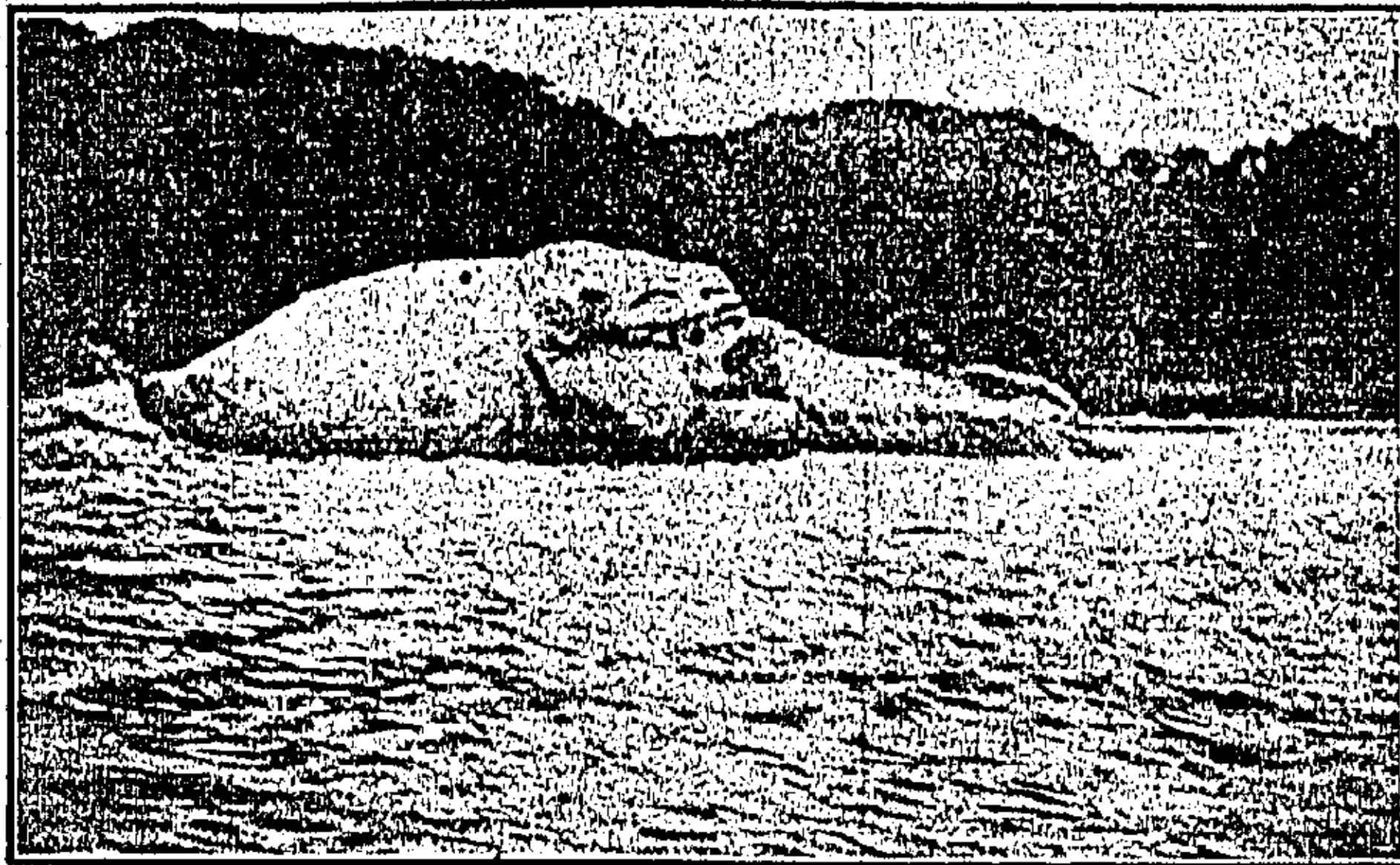
they need "SCOTT'S"

SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

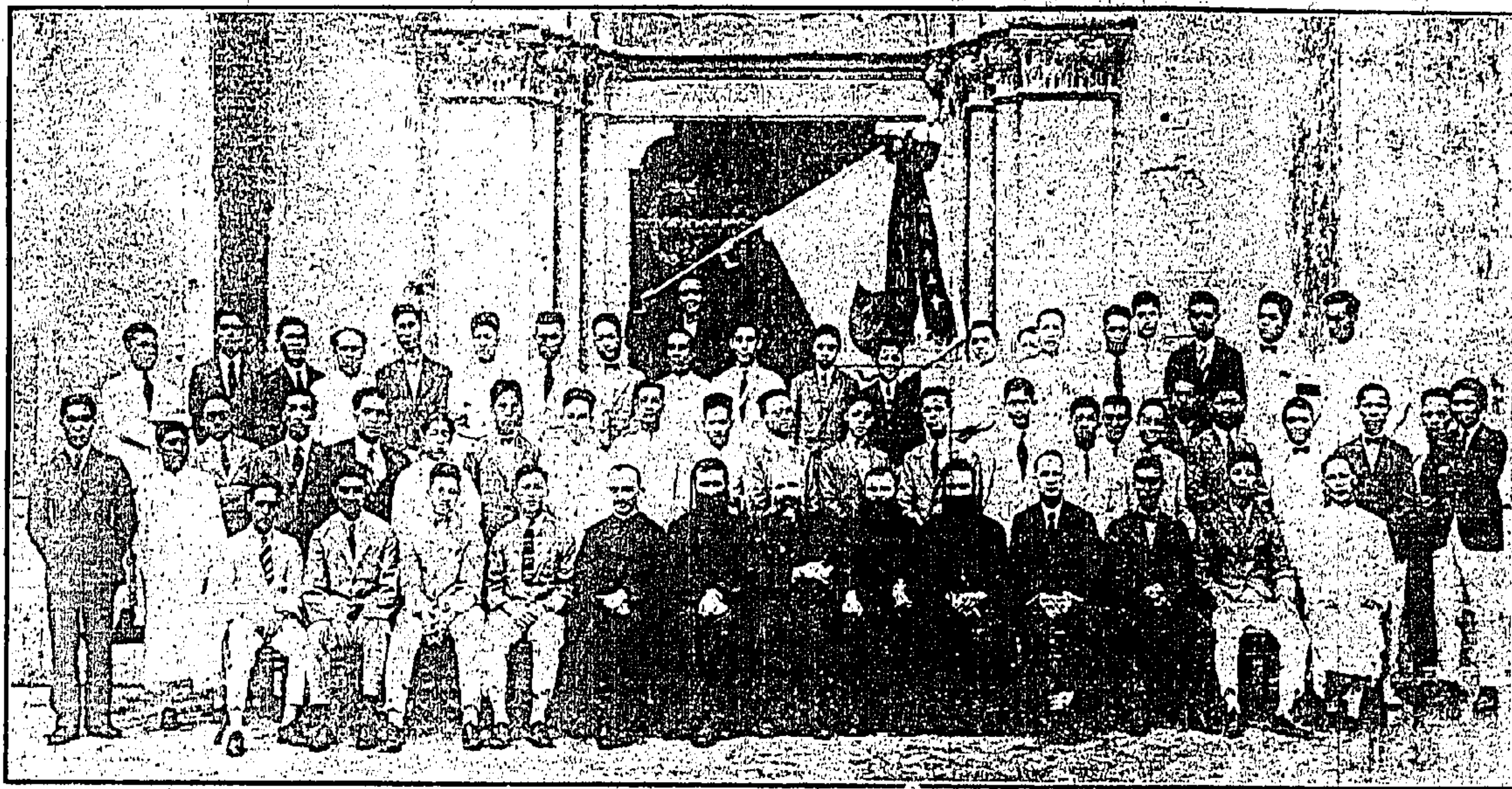




Scene at the opening day of the Easma bathing beach this season.



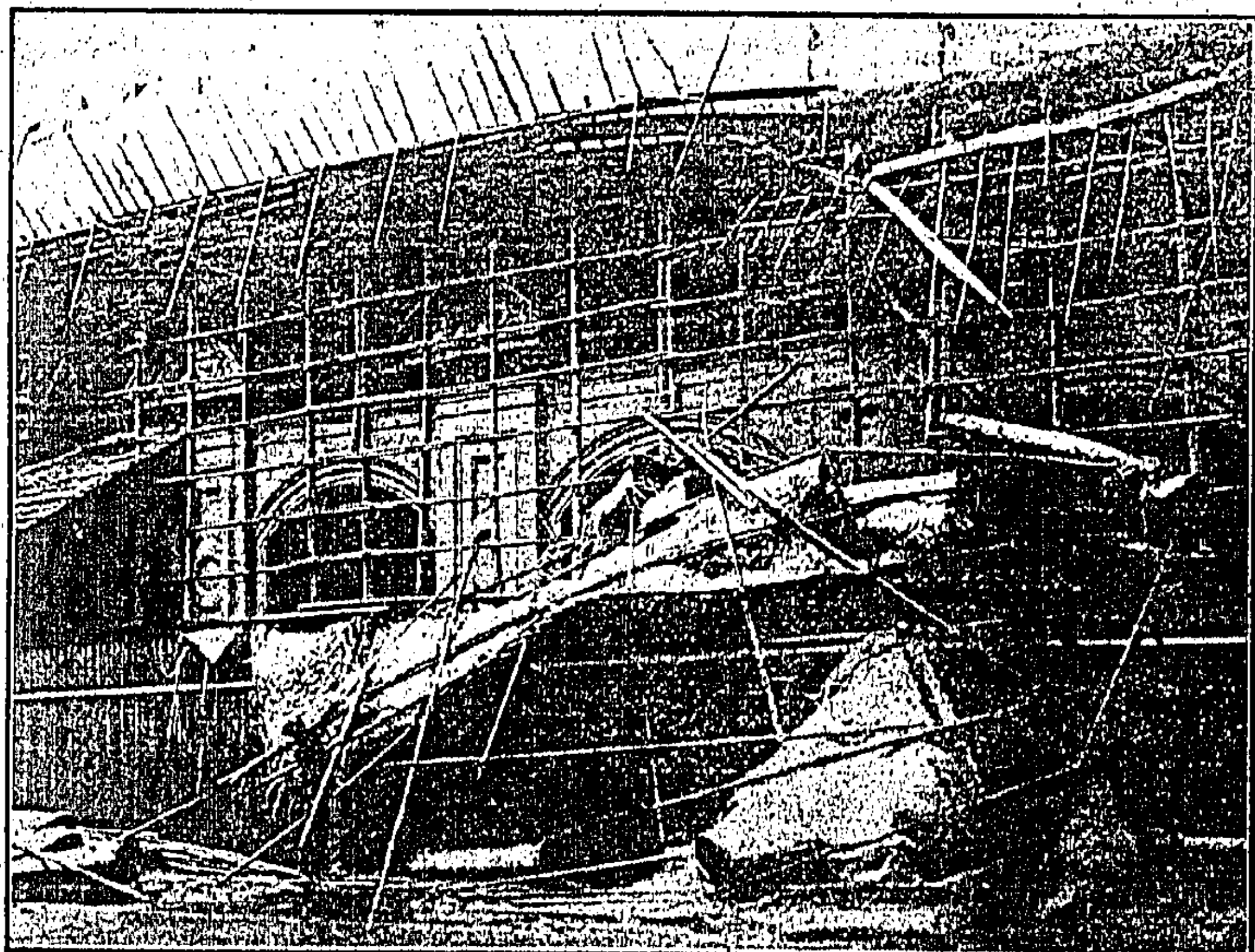
An excellent photograph of the "Man's Face" rock, just off the Easma beach. Stonecutters.



Group photograph taken on the occasion of the opening of the new premises of the Chinese Catholic Young Men's Society, on Sunday.



Owners and jockeys of the Shanghai Race Club hold a tiffin party on the "Off-Day" of every formal race meeting. The above group was taken in the club dining room at the recent races and shows many well-known figures of the Shanghai turf.



This picture shows the blown down matting and scaffolding from the Hongkong Hotel, which caused a small sensation in Pedder Street, last week. (Photo: A. Fong).



Snapshot taken at the wedding of Surgeon-Commander Adshood and Miss Olive May Orme, which took place at St. John's Cathedral recently. (Photo: Ming Yuen).

TENNIS WEAR



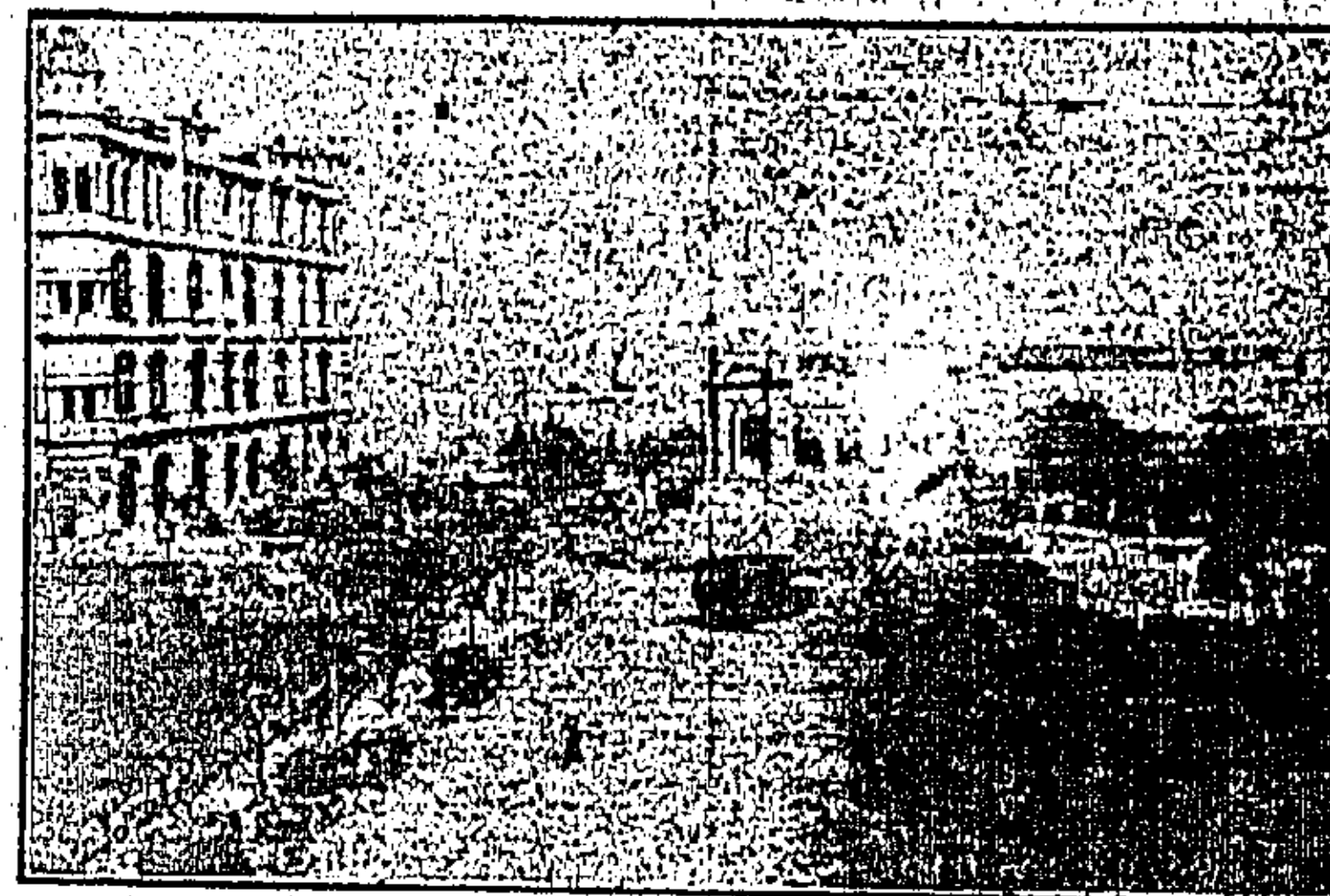
READY-FOR-SERVICE
Blue flannel Blazers, all sizes in stock... \$29.50
"Cream" Gaberdine Trousers, well cut and finished... \$19.90
Cotton Tennis Shirts, various cloths... \$6.50
White "Meroni" Socks, unshrinkable... \$1.50

We Allow 10% Discount for Cash

MACKINTOSH
& Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Bldg. Des Voeux Rd.

LATEST VIEWS OF HONGKONG

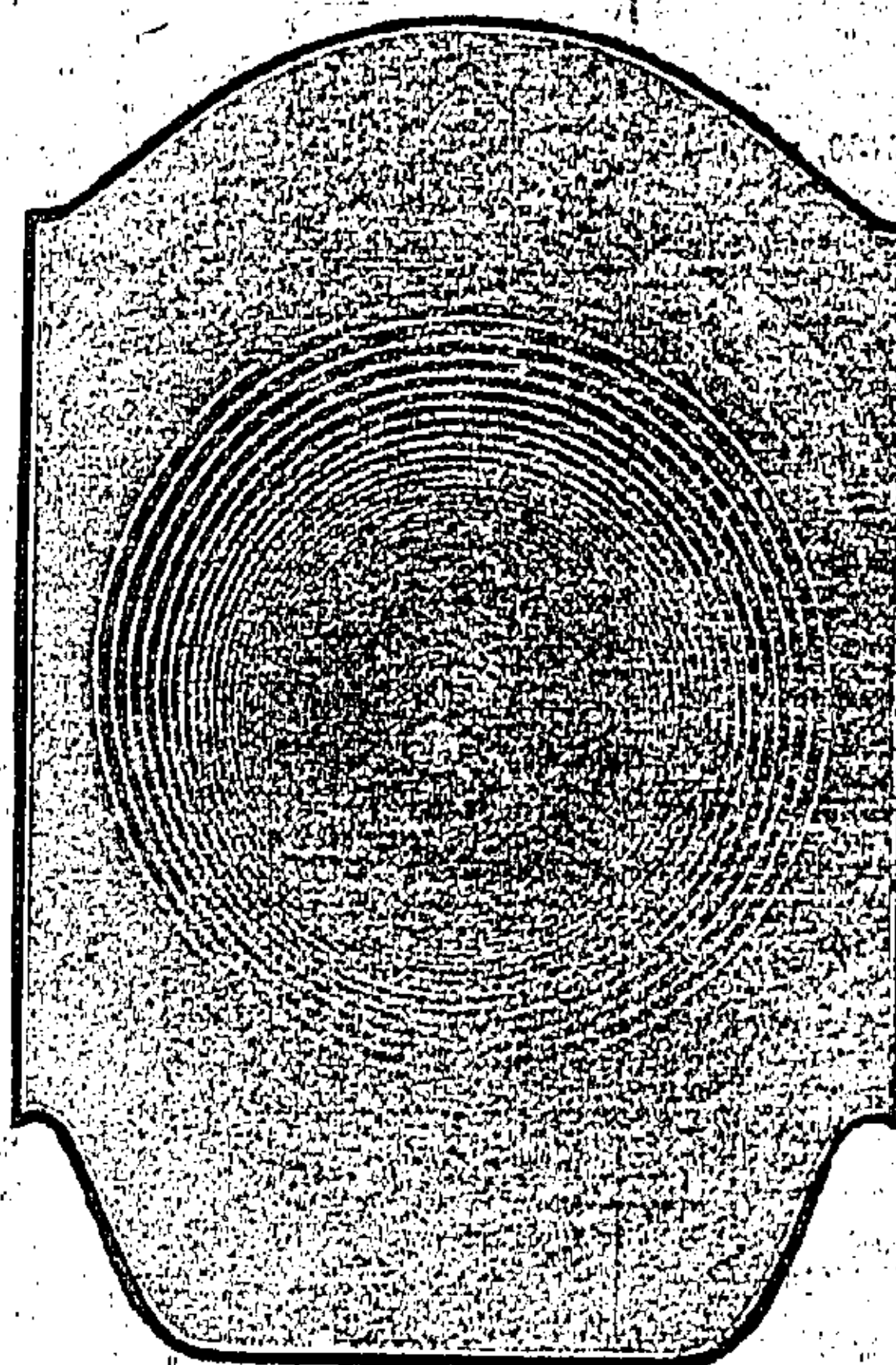


We have just published an excellent album of views of Hongkong. Price—\$3.00 each

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

RAYMOND CONCRETE PILES.



OUR METHOD OF PLACING THESE PILES AND OUR EQUIPMENT HAVE BEEN DEVELOPED TO OBTAIN THE MAXIMUM OF EFFICIENCY AND SPEED.

THE HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

Tel. C. 3749.

2ND FLOOR, POWELL'S BUILDING

DOLLAR WEEK

AT

WHITEAWAY'S

Monday May 31st to Saturday June 5th

EVERY DAY DOLLAR DAY

THOUSANDS OF BARGAINS
SEE WINDOWS

SPECIAL BARGAINS:—

Over 3,000 yards Cotton Dress Goods,
Voiles, Crepes, Ratines etc., etc.

TO BE CLEARED AT \$1.00 PER YARD.

Do not miss this offer

WHITEAWAY, LAIDLAW & CO., LTD.

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)
The following replies are awaiting collection:—

1314, 1376, 1384, 1395, 1392,
1342, 1397, 1409, 1418, 1375,
1441, 1444, 1456, 1462, 1453,
1512 1516, 5

PREMISES WANTED.

WANTED.—European bachelor's want well FURNISHED FLAT with modern conveniences. Letters stating full particulars to Box No. 6, care of Hongkong Telegraph.

PREMISES TO LET.

TO LET.—One European FLAT, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Room in New Bank Building, immediate possession. Apply to 32, KEE, 4a, Des Voeux Road, Central, 2nd Floor.

TO LET.—Two-story house, No. 9, Hart Avenue, Kowloon. Immediate possession. Terms moderate. Apply to Box No. 6, care of "Hongkong Telegraph."

TO LET.—Soon vacant, half detached house, Magazine Gap, East, position, cool, excellent views, consists of suite of five rooms, two bathrooms, hot and cold water, use of telephone, lawn garage. Ample servants' quarters, entirely self-contained. Furnished. \$275. Unfurnished \$250. For sale or rent "Derrington" Peak Road, beautiful house in spacious grounds, centrally located. Smaller houses also available. Houses, flats, building lots negotiated. Small investors. Tel. 4630.

FAMILY HOTEL, VICTORIA GARDENS, Quiet APARTMENTS and suites of rooms. Full menu, \$10, \$11, \$13, monthly, large, commodious rooms, also daily rates, minute from ferry, next new Hotel, Hankow Road, Kowloon. Tel. K357, Mrs. Stuart Ogilvie.

FLATS FOR RENT.—Orient Building Coronation Road, Kowloon. No. 6, Ground Floor. No. 9, 1st Floor. No. 10, 2nd Floor. No. 11, 2nd Floor. No. 12, 1st Floor. No. 13, 2nd Floor. No. 14, 2nd Floor. No. 15, 1st Floor. Immediate occupation. Enquire: F. C. Li, 225, Des Voeux Road C. or Telephone No. C3307.

JUMBLE SALE.

A Jumble Sale in aid of charities will be held in the Union Church Hall, Kennedy Road, on Tuesday, 1st June, at 2.30 p.m.

NOTICE.

NOTICE IS HEREBY GIVEN that the Underigned formerly of Pedder Building is now located at 39A, Queen's Road Central.

YEE CHEONG CO.

DISTRICT GRAND LODGE OF HONGKONG AND SOUTH CHINA, E. C.

Memorial Service to the late Rt. Wor. Brother PERCY HOBSON HOLYOAK, D.G.M. at St. JOHN'S CATHEDRAL on MONDAY, 31st May, at 6 p.m.

Members will assemble at Zetland Hall at 5.30 p.m. prompt. Master of Lodges are requested to have their members marshalled at the hall by that hour.

A. MORRIS
D. G. Secretary.
Hongkong, 28th May, 1926.

NOTICE.

District Grand Lodge of Scottish Freemasonry of Hongkong and South China.

A Memorial Service for the late Right Worshipful Brother Percy Hobson Holyoak, E.C. will be held in St. John's Cathedral on Monday 31st May at 6 p.m.

By Order of the District Grand Master,
A. W. HILL,
District Grand Secretary.

NOTICE.

THE HON. SIR CATCHICK PAUL CHATER, C.M.G. (Deceased).

All claims against the Estate of the above named deceased must be sent to the undersigned forthwith.

DEACONS,
Solicitors, &c.,
1, Des Voeux Road, Central,
Hongkong, May 29, 1926.

NOTICE.

MEMORIAL DAY.

The Committee of ladies in charge of arrangements for the observance of Memorial Day, on May 31st, and other ladies interested will meet at the American Consulate General, on May 31, 9.30 a.m., and proceed to the Cemetery at Happy Valley to decorate the graves of Americans there.

All Americans and others who wish to take part in the decoration of these graves, should be at the Cemetery not later than 10 a.m.

AMERICAN CONSULATE GENERAL
Hongkong, May 29, 1926.

NOTICE.

District Grand Lodge of Scottish Freemasonry of Hongkong & South China.

A Memorial Service for the late Right Worshipful Brother Percy Hobson Holyoak, E.C. will be held in St. John's Cathedral, on MONDAY, 31st May, at 6 p.m.

Brothers of the Scottish Lodges wishing to attend will meet in Zetland Hall, at 5.30 p.m.

By Order of the District Grand Master,
A. W. HILL,
District Grand Secretary.
Hongkong, May 29, 1926.

NOTICE.

NOTICE IS HEREBY GIVEN that the undersigned has no connection whatsoever with LEUNG KAM SHUI trading under the name of LEUNG KON TAI of No. 21, Lee Yuen Street, East, Stevedore.

Leung Koon Tai,
Principal of Messrs. Koon Tai and Co. Stevedores, Coal Merchants, Freight Brokers, Commission Agents and General Contractors, etc.

24, Des Voeux Road, Central.
Hongkong 27th May, 1926.

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

The Forty Fifth Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hongkong, on Thursday, the 10th June, 1926, at 12 noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 3rd to 24th June, 1926, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO.,
LIMITED,
General Managers.
Hongkong, 20th May, 1926.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg to inform all interested in safe deposit, that they have actually in their new building, 5 Queen's Road, safe deposit Boxes at the yearly rate of \$3 for the small size, and \$12 for the large size. Please apply to the Cashier.

Hongkong, May 6, 1926.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station; Sunday Service, at 11.15 a.m.; Subject: "Ancient and Modern Necromancy, alias Mesmerism and Hypnotism, denounced." Wednesday Evening Meeting at 5.30 p.m., Reading Room at above address, open: Tuesday and Friday 10 a.m. to 12 noon, Monday and Thursday 5 to 7 p.m.

St. John's Cathedral, Hongkong.—May 30th, 1926. Trinity Sunday, Holy Communion (8 a.m.). Matins (11 a.m.) Preacher: Rev. H. Copley Moyle. Healing Service (12 noon). Evensong (6 p.m.) Monday, May 31st, Memorial Service for the late Hon. Mr. P. H. Holyoak, 6 p.m.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 31st May, 1926, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture.

Comprising:—

Teak Silver Cabinet, Teak Hatstand, Tapestry Covered Couches and Armchairs, Morocco Covered Couches, Large Carpets, Oil Paintings, Teak Desk, Revolving Chair, Standard Lamps, Pictures, etc.

Teak Extension Dining Tables, Teak and Cane Seat Dining Chairs, Teak Sideboards, Teak Dinner Wagon, Glass Ware, Crockery, Electric Hand Torches, Toasters, Electric Irons, Heater, Hair Dryers, and Chafing Dishes with Stoves, etc., etc.

Teak and Iron Single and Double Bedsteads, Teak Dressing Tables with Bevelled Mirrors, Teak Single and Double Wardrobes with and without Mirror, Commodes, Washstands, etc., etc.

Also

A Few Pieces of Canton Blackwood Ware.

And

Three Austrian Safes.
One Amplion Loud Speaker.
One Geophone.
Two Valve Amplifier.
One Perambulator.
3 Enamelled Baths.
1 Telescope.

Catalogues will be issued.

On view on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by public Auction

on WEDNESDAY

the 2nd June, 1926, at Godowns Nos. 17 and 18, The Hongkong Wharf & Godown Co., Ltd., Kowloon.

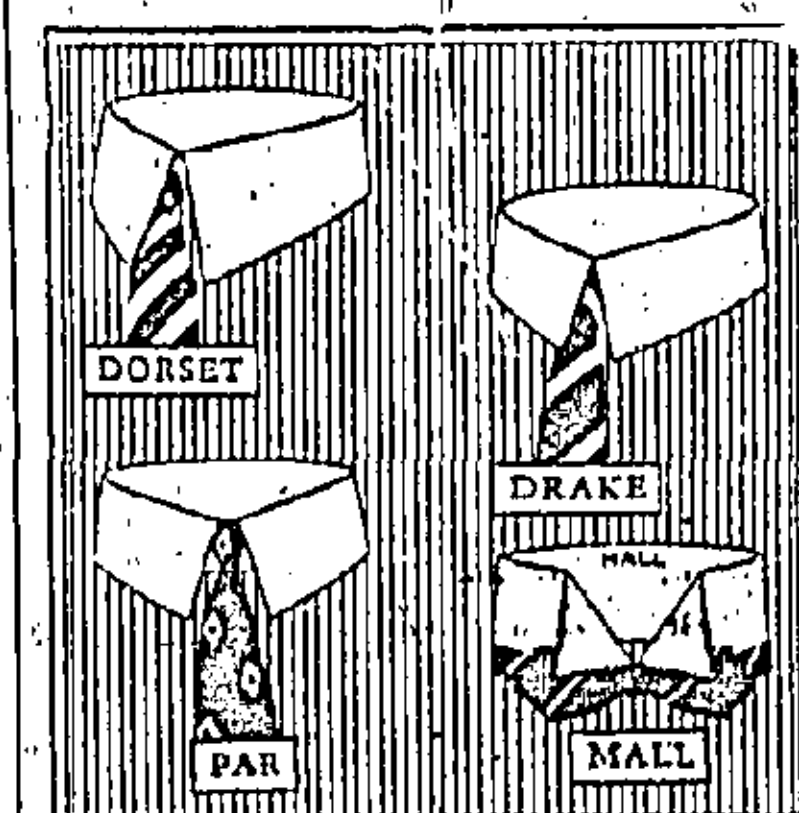
A Quantity of Miscellaneous Goods

comprising:—
Matches Cottons, Porcelain, Glass Ware, Paper, Window Glass, Paint, Iron Bars, Tea Sweepings, Angle, Round and Flat Iron, Fishplate, Tissue, Paper, canned Goods, Groceries Samples, Muscat Grapes, Sardines, Spinach, Shrimps, Cherries, Rubber Tyres, Wire Milk, Peaches, Pears, Asparagus, Salmon, Apricots, Sour Mixed Pickles, Sugar Peas, Old Newspapers, Cement, etc., etc.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong 27th May, 1926.



ARROW
COLLARS

AFTER all there is nothing more comfortable than the cool, clean feel of the Arrow Starched Collar

These are made in quarter sizes to insure perfect fit
SOLD AT THE BEST SHOPS

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

of the

Valuable Leasehold Property,

situate at Yaumati in the Dependency of Kowloon and Colony of Hongkong and known as Section A and B of Kowloon Inland Lot No. 1183 together with the messuages erected thereon and now known as Nos. 201 and 203 Portland Street. Area 1,372 square feet. Annual Crown Rent \$3.95 and \$1.28 respectively to be sold by

PUBLIC AUCTION.

on WEDNESDAY,

the 2nd June, 1926, at 3 o'clock p.m., at the China Auction Rooms, 4, Duddell Street, Victoria, Hongkong.

by

MR. E. V. M. R. DE SOUSA,
Auctioneer.

For further particulars and conditions of sale apply to:—

MESSRS. HALL & HIND,

Solicitors,
China Building, Hongkong,

or to

MR. E. V. M. R. DE SOUSA,
The Auctioneer.

Hongkong, May 20, 1926.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS.
IMPORTERS, EXPORTERS & GENERAL BROKERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

on MONDAY, the 31st May, 1926, at 2.30 p.m., at No. 405, The Peak, Severn Road, on view on 31st May 1926

A Quantity of Valuable Household Furniture,

therein contained.

(Particulars from Catalogue).

On view on 30th May, 1926.

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.,
Auctioneers.

Hongkong, May 25, 1926.

NOTICE OF REMOVAL

Notice is hereby given that on and after 17th May, 1926, the Offices of The Hongkong Telegraph will be located at Nos. 1—3, Wyndham Street, (Morning Post Building).



THE RITZ
CATERERS

Meal at all hours from 8 a.m.

to 12.00 midnight

Now serving Special \$1.00 Tiffins

Morning and Afternoon Teas,
Good Assortment of Fancy Cakes

Wedding and Christening Cakes to order.

ONLY THE BEST FOOD
AND WINES SERVED.

NOWELL B. WHITE,
Proprietor.

Telephone—C 2336

NEW CAFE.

we beg to notify that

PRINCE'S CAFE,

No. 11, Beaconsfield—
Avenue, just Opposite
THE CITY HALL,
will be Opening on 1st June, 1926

Commodious & Attractive
DINING & REFRESHMENT ROOM,
OFFERING EVERY COMFORT.

PRINCE'S CAFE

Tel. C. 4637.—Tel. C. 4637.

GOVERNMENT HOUSE

RECEPTION

JUNE 3rd.

We are officially informed that the correct Civilian dress for this occasion on is

WHITE MESS JACKET

WHITE WAISTCOAT

BLACK TIE

STIFF OR SOFT FRONTED SHIRT

WHITE GLOVES

MINIATURE MEDALS.

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Bldg., Des Voeux Rd.

FOR—

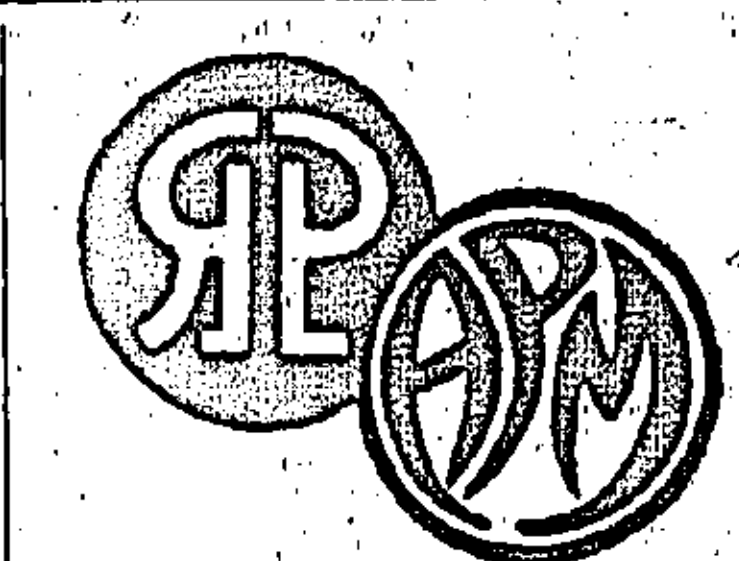
THIS WEEK'S BARGAINS IN MOTOR CARS

AND

MOTOR CYCLES,

SEE SPECIAL ADVERTISEMENTS

IN THE MOTOR SUPPLEMENT.



A few well-known users of ROBERTSON'S ASBESTOS PROTECTED METAL

Admiralty (Gibraltar & Home Stations)
War Department
Shanghai Municipal Council
New Zealand Railways
John Swire & Co., Ltd.
Taikoo Sugar Refinery, Ltd.

A list of over 100 other names may be inspected at our office

Full Particulars:—

DAVID BOAG & CO.,

Bank of Canton Building,
(Sole Agents).

AMERICA AND CHINA.

OUTRAGES IN SOUTH INVESTIGATED.

Peking, May 28.

The American Legation states that Counsellor Mayor is going to Canton, with instructions from the Secretary of State, to consult with American consular representatives in South China with regard to the situation in that region, where a number of recent outrages against Americans and their interests has caused increasing concern to the American Government.—Reuter.

LOST

Discomfort, dampness and a million leaks.

Genasco ROOFING

took them all away.
You can lose your roof troubles, too. Let us show you how.

Shewan Tomes & Co.
St. George's Building

PROPERTY SALE.

TWELVE TAIKOKTSUI HOUSES FOR \$58,100.

A Large Attendance.

There was an unusually large attendance at the Auctioneering and Brokering sales rooms yesterday afternoon, when properties situated at Taikoktsui were disposed of, these consisting of twelve houses and the land on which they were built, both being knocked down to the same buyer at a low price.

Lot one consisted of Section C of Kowloon Inland Lot No. 1636 together with the six buildings thereon in Tai Nam Street. The property is held for the unexpired residue of a term of 75 years from December, 1905, and has an area of 5530 square feet, at an annual Crown Rent \$25.80.

Opening at \$24,000, with bids of \$100 acceptable, only one raise was made at this figure and the lot was knocked down to Mr. Chan Lok.

Lot Two consisted of Section C of Kowloon Inland Lot No. 1637 together with the buildings thereon known as Nos. 261, 263, 265, 267, 269 and 271, Lai Chi Kok Road. The property is held for the unexpired residue of a term of 75 years from December, 1905, and has an area of 5530 square feet. Annual Crown Rent \$25.80. Opening at \$30,000, with bids of \$100 acceptable, business was more brisk for the possession of this lot and there were but few bids at the minimum figure, the majority being of \$400 and \$200. The price steadily climbed, but at \$34,000 opposition ceased and Mr. Chan Lok also took this lot at the figure stated.

REVOLT IN PORTUGAL.

MILITARY DIVISIONS INVOLVED.

Lisbon, May 28.
A military insurrection in which two divisions are said to be involved, has broken out in north and south Portugal.

The Government are stated to be in a position to control the situation.—Reuter.

Quarrel Over Tobacco.

London, May 28.
The only previous indications of political trouble in Portugal are contained in despatches of ten days ago, stating that a ministerial crisis was inevitable over the tobacco monopoly. Force had to be used to disperse crowds of demonstrators for and against the monopoly, outside Parliament, where stormy debates ended in a decision to extend the legislative session to July 15, with a view to definite settlement of the tobacco regime. Senhor Jose Santos, addressing a meeting of Left Democrats, said if the Government did not abandon its dictatorial methods it would be dismissed if necessary by a revolution.—Reuter.

QUEEN'S

COMMENCING TO-MORROW

"QUO VADIS"

SPECIAL TIMES

2.30, 5 sharp, 7.15 and 9.30

AT

ORDINARY PRICES

THE NORTHERN SITUATION.

KUOMINCHUN PROVE A HARD NUT.

Peking, May 28.
Yeh Hsi-shan, telegraphing to Wu Pei-fu and Chang Tso-lin on May 27, says that after defeating the Kuomintang attacks, the Shansites followed the enemy for ten li, and found the Kuominchun from Kusan holding a very strong position, considerably reinforced.

The new battle lasted two days and nights, during which fresh Kuominchun forces continued to arrive from Kalgan.

He fears, therefore, the Shansites will be unable to subdue the enemy without allied assistance, and has ordered them to prepare strong defences at Kusan. He requests Chang Tso-lin to order the Fengtien forces to attack the Kuominchun from the east as soon as possible.—Reuter.

ALLEGED ATTEMPT ON FENG.

DENIAL FROM SOVIET SOURCE.

Peking, May 28.
The "Tass" Soviet official agency publishes a telegram from Moscow to the effect that the report circulated in the press, that an attempt was made on the life of Feng Yuxiang, while he was visiting a factory at Moscow, is absolutely untrue.

No incident of the kind occurred there.

Feng Yuxiang is stated to have expressed indignation at the circulation of such a baseless report, and asked that it be emphatically denied.—Reuter.

SWEDISH ROYALTIES.

WELCOMED IN NEW YORK.

New York, May 28.
The Crown Prince and Princess of Sweden arrived amid a chorus of whistling whistles of vessels in harbour, they were met by the Swedish Minister and a number of distinguished Americans and escorted up Broadway by 600 picked American troops to the City Hall. Here the Mayor formally welcomed them and later the Royal visitors proceeded to Washington by special train. They will stay at the Swedish Legation.—Reuter's American Service.

SPEEDY TRAVEL.

AN AMERICAN'S QUICK JOURNEY.

Moscow, May 28.
The American, John Goldstrom, the aeronautical expert who is attempting to reduce the round-the-world travelling record to 31 days, arrived at Plymouth from New York aboard the Mauretania on May 25, went ashore in a motorboat, whence he went by aeroplane to Berlin and Moscow and arrived in Moscow



MONDAY to SATURDAY
MAY 30th to JUNE 5th
EVERY DAY—DOLLAR DAY
 AT

WHITEAWAY'S



THOUSANDS OF WONDERFUL VALUES FROM ALL DEPARTMENTS
CALL AND INSPECT. COME EVERY DAY. FRESH BARGAINS DAILY



THE "DAINTY"
HANDKERCHIEF

The "DAINTY" Handkerchief. Snowy lawn of a fine wear resistant quality. Hemstitched border. 12 ins. square.

\$1.00 per doz.



One of WHITEAWAY'S STANDARD VALUES

The "KUFFY" Ribbed white cotton vests for children. Sizes 16, 20 and 22 ins.

3 for \$1.00



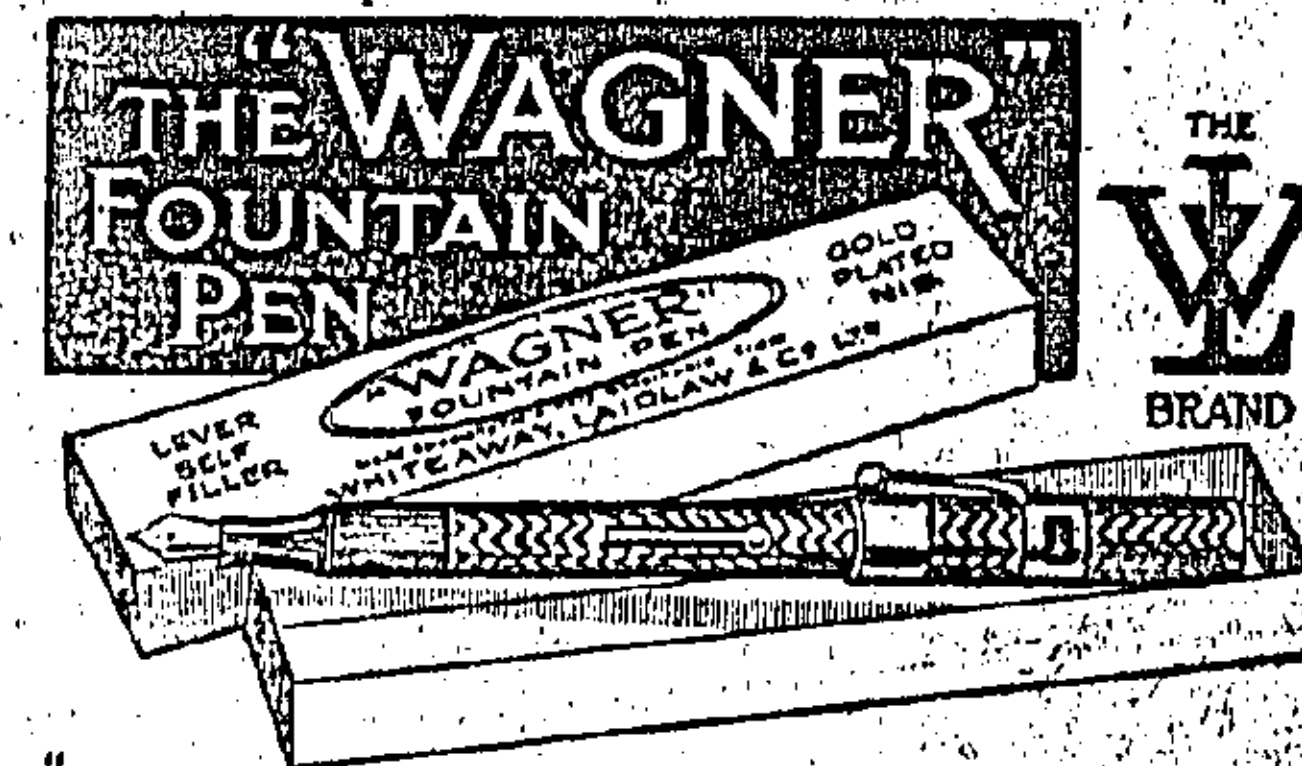
The "ULTIMO" Gillette Safety Razor. Nickel plated blade holder with 2 Gillette blades 2 doz. Neiso blades to fit.

The Lot—26 blades and razor \$1.00 complete.



The "WONDER" Ribbed cotton vests for ladies. Good wearing quality. The weight for Summer wear.

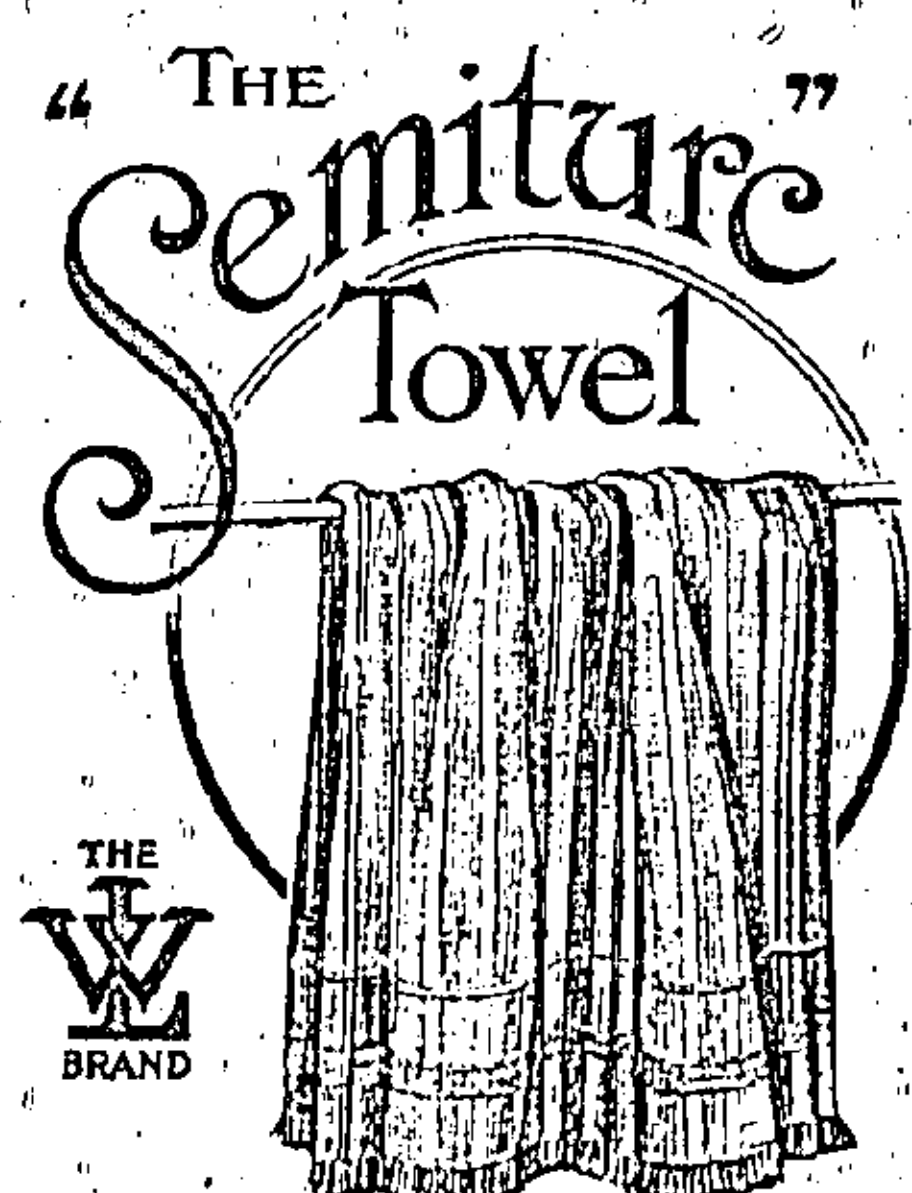
2 for \$1.00



"ONE OF WHITEAWAYS STANDARD VALUES"

The "WAGNER" Fountain Pen. Patent self-filling action. Gold plated knob. Black vulcanite barrel.

2 for \$1.00



ONE OF WHITEAWAY'S STANDARD VALUES.

Specially woven on one side only. Very absorbent. Cream ground with coloured stripes. Size 20 x 40 ins.

2 for \$1.00



"ONE OF WHITEAWAY'S STANDARD VALUES"

Sock Suspenders in various makes. Must be cleared.

2 for \$1.00



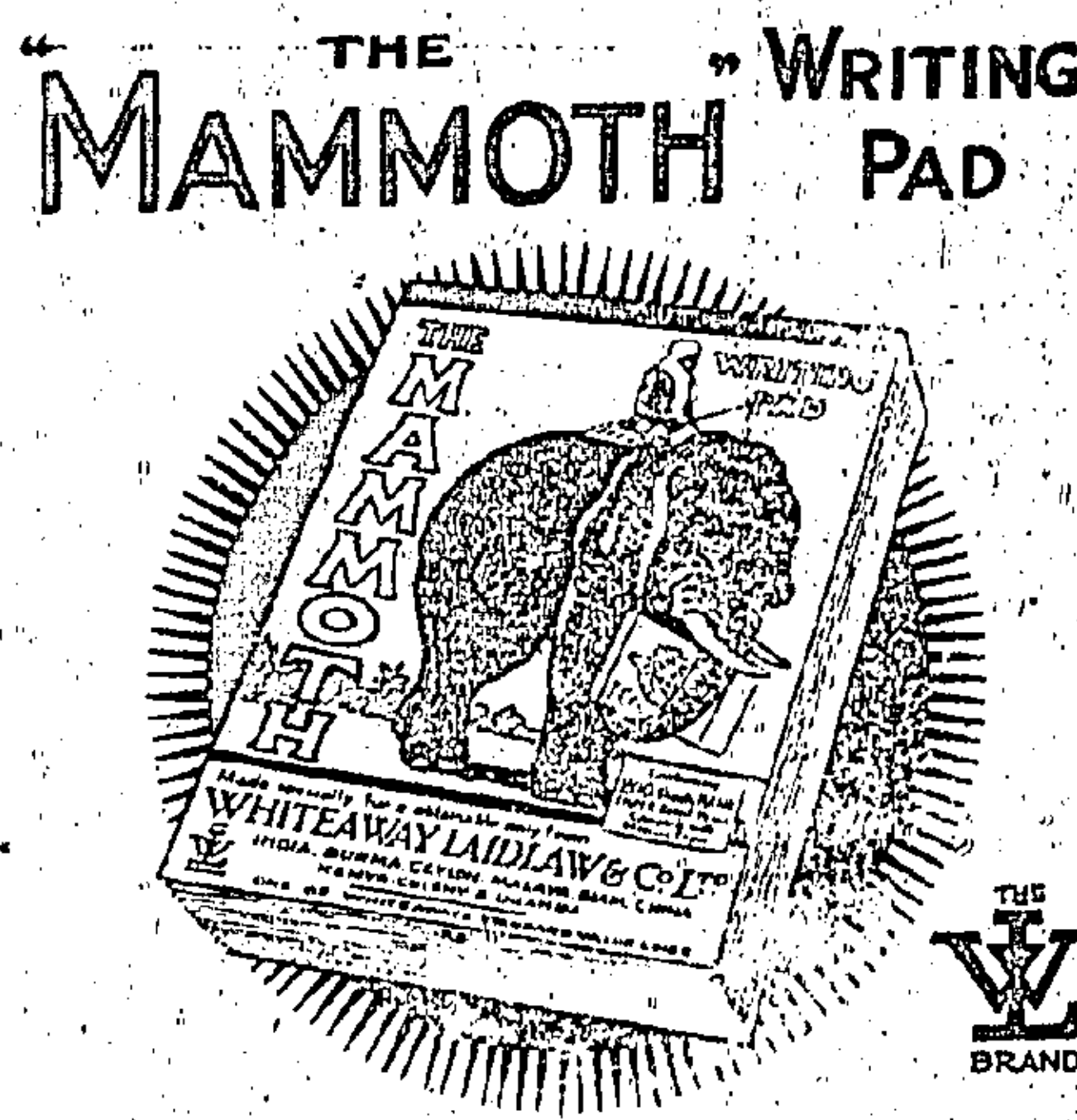
The "HARDWEAR" mercerised cotton sock. Specially made for wear and endurance. Black, White and all colours.

2 pairs for \$1.00



500 Pairs plain and fancy socks in wool and cotton. Travellers' samples.

\$1.00 per pair



"ONE OF WHITEAWAY'S STANDARD VALUES"

The "MAMMOTH" Writing Pad. Contains 200 sheets good paper ruled font. Full letter size.

2 for \$1.00

3 Very Special Values in Toilet Soaps

100 Boxes Margerison's "Black Tulip" Soap. Exquisitely perfumed. 3 cakes per box \$1.00 per box

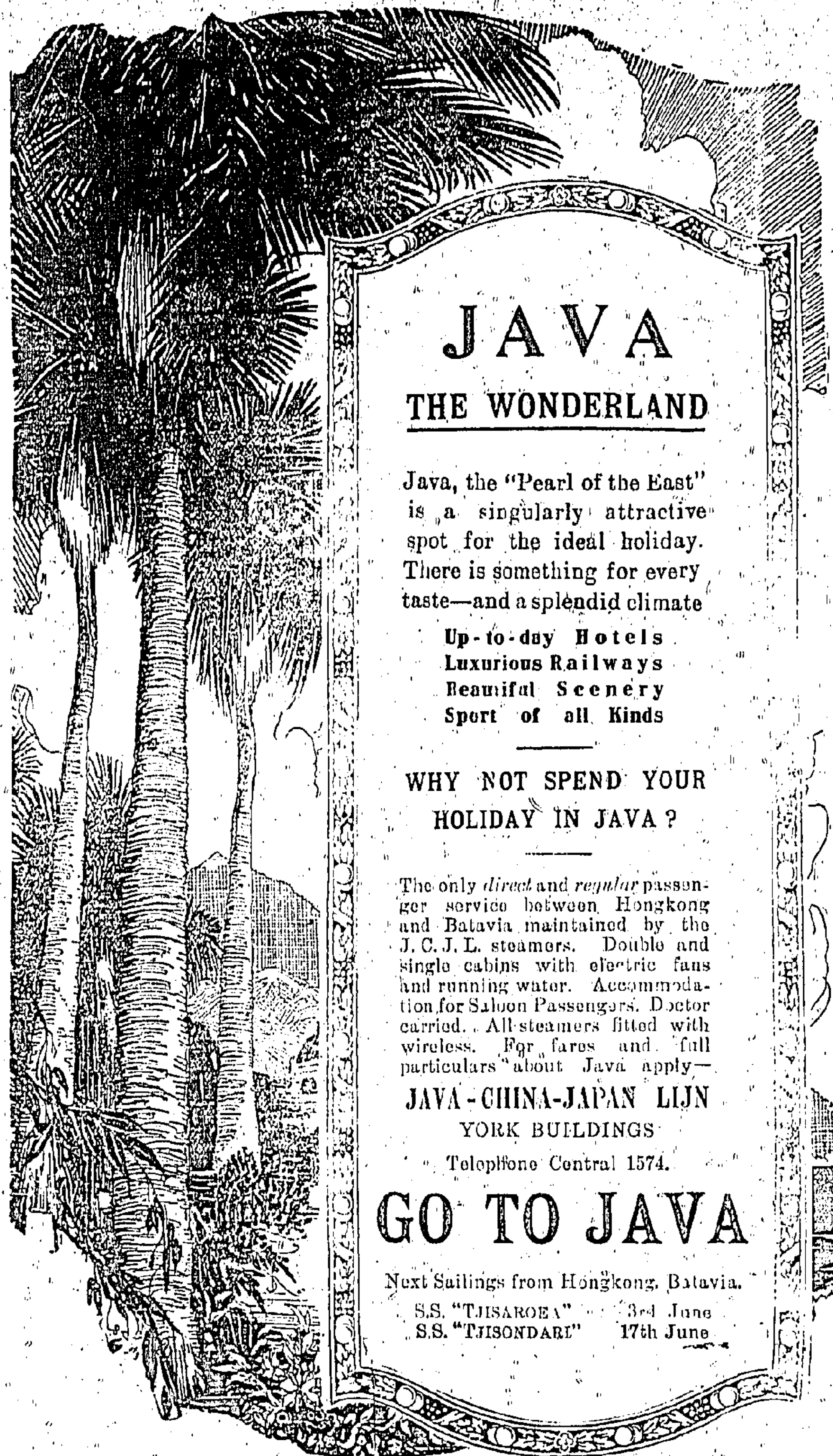
JUNOT'S BATH SOAP. Full size big bath tablets. Specially made for us Various perfumes. 3 cakes for \$1.00

100 Boxes MARDONIA TOILET SOAP & PERFUMES. Handsome box containers. 2 cakes of Mardonia toilet soap and bottle of perfume. \$1.00 per box.

See Windows for Special Bargains
Remember. One Week Only. Fresh Bargains Daily

WHITEAWAY LAIDLAW & CO., LTD.





JAVA

THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate

**Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all kinds**

**WHY NOT SPEND YOUR
HOLIDAY IN JAVA?**

The only direct and regular passenger service between Hongkong and Batavia maintained by the J. C. J. L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars "about Java" apply—

**JAVA-CHINA-JAPAN LINE
YORK BUILDINGS
Telephone Central 1574.**

GO TO JAVA

Next Sailings from Hongkong, Batavia.
S.S. "TISAROE" 3rd June
S.S. "TISONDA" 17th June

BOOTLEG BILLIONS.

DIVERSION OF INDUSTRIAL ALCOHOL.

Washington, D. C., April 7.—Diversion of industrial alcohol alone furnishes an illicit liquor traffic in this country totalling \$3,600,000,000 in sales; Emory R. Buckner, United States district attorney at New York City, estimated to-day before the senate committee inquiring into conditions under statutory prohibition.

This estimate started the committee, and brought a gasp from the crowd which packed the hearing room on the third day of the inquiry.

But Mr. Buckner did not stop there, adding \$15,600,000 to the total as the value of the "cut" whisky which "bootleggers" in New York City alone put on the market.

Bootleg "Cut" Figured.
The district attorney arrived at his estimate by figuring a total diversion of industrial alcohol to the bootleg trade of 60,000,000 gallons a year. Bootleggers "cut" this three ways, he explained, producing a total of 720,000,000 quarts of illicit liquor.

"Placing the price at \$5 a quart—and that is conservative—this makes a total of \$3,600,000,000," he said.

"We pay \$10 a quart out in my country," remarked Senator Reed, democrat, Missouri, the one avowed wet on the committee.

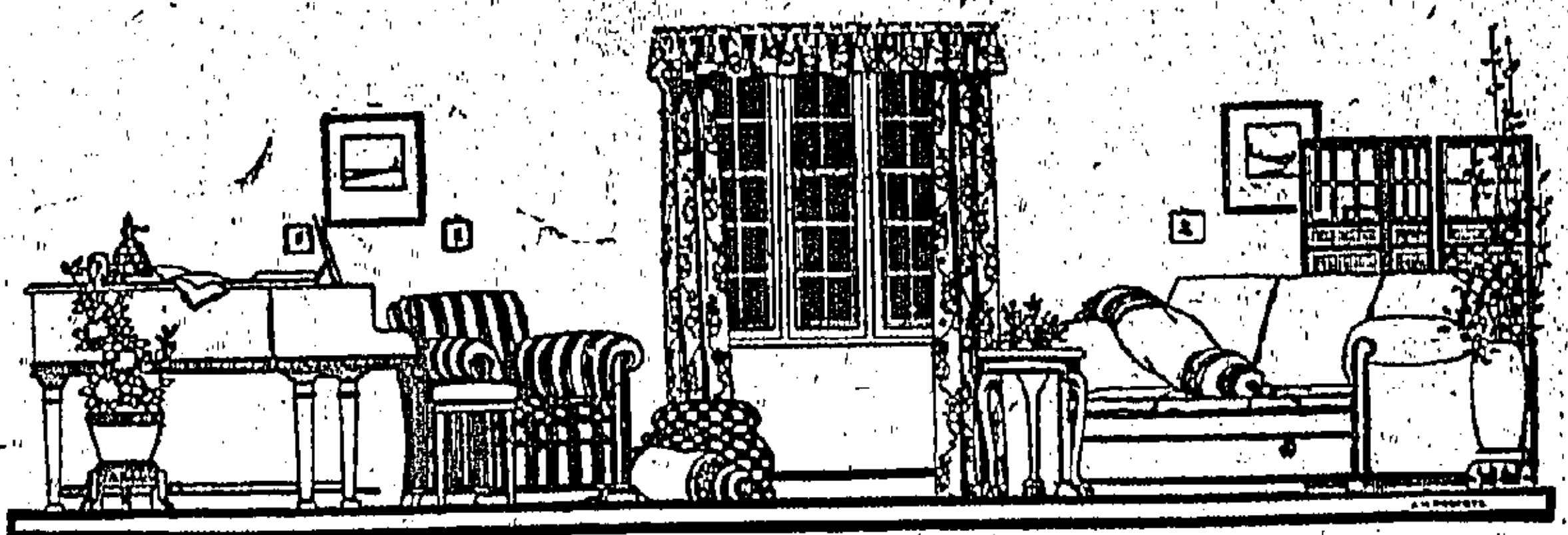
"You ought to know," interjected Chairman Means as the crowd roared.

"I do," shot back Senator Reed and another shout went up.

Called as a witness by the wets, who continued the presentation of their case at both morning and night sessions, Mr. Buckner pictured an improvement in enforcement conditions. He paid tribute to Assistant Secretary Andrews, of the treasury, who has charge of prohibition enforcement, declaring:

"General Andrews is the best thing that ever happened for prohibition."

Alcohol diversion has decreased, he said, since Andrews "took that situation by the throat" last September. Taking the alcohol distilleries around New York alone he estimated that General Andrews' alcohol squad had reduced diversions to the point where the bootleg traffic had been lessened in the sum total of \$216,000,000 in potential sales.—Exchange.



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DIAMOND RUSH.

MAD RACE FOR WEALTH.

Johannesburg, Apr. 9.—Two thousand men and boys took part in a mad race for wealth to-day in the biggest "diamond rush" in the history of South Africa. The scene of the discovery is at Swartplaat Farm, near Ventersdorp, and it holds promise of being one of the richest fields ever discovered.

A year ago the farm was worth six shillings an acre; to-day the fortunes of the owners, two brothers, are made. Apart from the value of the diamonds, which amounts to £10,000 since the first discovery was made two months ago, they are making hundreds of pounds by selling water at half-a-crown per barrel, and they are also entitled to a half-share of licence fees.

Under the laws, designed to give all an equal share, the diggers line up, and at the lowering of a flag by the Mining Commissioner race towards the diamond-yielding ground. All of them carry pegs to mark out the chosen site. Heavy rains made the ground a morass to-day, through which the mob of runners ploughed their way. Several fainted by reason of the strenuousness of the task, but others, more enterprising, engaged professional runners, who raced ahead and claimed the best ground. In the motley crowd, drawn from every sphere of life—bearded farmers, city men, labourers, and office boys—the most outstanding figure was a shingled girl in shorts and blouse, who raced on behalf of her aged father and won a good site.

A tin and canvas town, complete with shops and saloons, and containing some 10,000 souls, has sprung up on the farm. The busiest citizen in the town is the tinsmith, who is making pegs for marking out claims, while the second busiest is perhaps an enterprising mechanic who has opened an impromptu garage for repairing cars, in which the diamond hunters travelled across atrocious roads.

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Madras, Apr. 19.—The Government of Madras says the Swarajya have refused to sanction the expenditure involved in the City Corporation resolution proposing to put up Mahatma Gandhi's portrait in the Council Chamber. The

Council passed the resolution in January, after some discussion, without a dissentient, two members remaining neutral, that a life size portrait of Mahatma Gandhi be prepared at the expense of the Corporation and be hung in the

Council Hall. The City Congress Committee have recorded a protest against the use of the power of veto by the local Self-Government Department, and have decided to convene a public meeting to record a protest.

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STAR THEATRE
TROUBLE.DESCRIBED AS SCANDALOUS
AND DISGRACEFUL INCIDENT.

On the resumption at the Kowloon Magistracy yesterday of the case concerning an incident which occurred during the evening performance at the Star Theatre on Sunday April 25, practically the entire afternoon was devoted to the hearing of evidence given by Mr. J. S. Gill, of the Kowloon Post Office, who appears as the defendant in an assault case and as the complainant in a cross summons, the other parties being Miss M. T. de Sequeira, the Misses C. and B. Gill (nieces), and the Messrs. M. and F. Prata and A. A. Barros.

Mr. G. S. Hugh-Jones appears for Miss Sequeira, and Mr. M. K. Lo represents Mr. and Mrs. Gill, while Mr. D. McCallum is for Messrs. Prata and Prata and Barros.

On the request of the Magistrate (Mr. J. H. B. Nihill), Mrs. Gill, who was examined and cross examined at the previous hearing, went back into the box and was questioned by his Worship. Witness denied that she changed her seat after her arrival at the Star Theatre shortly before the commencement of the performance. She occupied a seat six or seven rows from the stage. When she made the complaint to the persons sitting immediately behind her she spoke in Portuguese, in which language she invariably addresses persons.

She was not aware of the identity of the occupants of the chairs behind her. It was only on the occasion when she complained of being disturbed that she ever turned round.

His Worship: I think you said that you had the umbrella during the struggle?—Yes.

Do you remember using it at all?—I could not possibly have used it as my two arms were held by the two young Gill girls.

I mean did you use it to hit Miss Sequeira?—No.

Mr. Gill Gives Evidence.

Mr. Gill was then called, and in answer to Mr. Lo, said that he was in charge of the Kowloon Post Office and had been in the Government service for the last 24 years.

Mr. Lo: Before this case were you ever concerned in any other Police Court case?—No. During the time that I have been in Hongkong, I have never been to the Police Court.

How long is that?—26 years. You were very reluctant that this case should come to the Court at all?—Yes.

In reply to questions put by Mr. Lo witness spoke of having gone to the theatre and the subsequent occurrence during the performance.

Mr. Lo: Having seen the picture do you form the opinion that the kicking and the laughter might have been caused by the nature of the picture or not?—I cannot say. Some parts were very exciting and provoked laughter while other parts were very dramatic.

Pressed further on the point witness said he did not think the laughter could have been occasioned by the nature of the film.

Speaking of the time the lights were turned on, witness said he was standing to attention while the National Anthem was being played and he noticed the three girls leave their seats. They were laughing and giggling and moved towards the exit.

Wife Calls For Help.

Mrs. Gill then went to the lavatory and witness awaited her

return at the foot of the steps near the orchestra. Very shortly afterwards he heard shouts coming from the lavatory. His wife was heard to be shouting "Joe, Joe," and witness at once rushed to her assistance.

He was not carrying an umbrella as alleged by the other party, and on reaching a door giving access to the corridor which leads to the lavatory, witness saw his wife standing in the passage, being assaulted by the three young girls. On seeing witness the two Misses Gill ran back to the ladies' lavatory, while Miss Sequeira, who appeared to be very excited continued hitting his wife.

Witness then separated the two and was slapped by Miss Sequeira. Almost simultaneously with the slap received from the complainant, witness was mercilessly assaulted by the three boys who appeared from behind him.

Another New Witness Mentioned. A European arrived on the scene at that moment but witness was unable to state whether he made any attempt to separate the parties. Barros was the most aggressive.

On leaving the corridor witness and his wife met a ticket collector of the theatre, with whom he had a short conversation. This man, seeing the untidy state of witness' coat, assisted him in brushing the dirt from the garment.

Mr. Lo intimated that he had subpoenaed the ticket collector to give evidence.

Witness then gave a corroborative account of having been followed home by the three boys and of the phrases used by them during the journey to the Post Office.

Under the tree at the rear of Mr. Gill's residence, witness said that Barros shouted, "My name is Barros, and I am working in the Hongkong and Shanghai Bank. If you do not want to fight me now come to the Bank to-morrow and I will fight you."

His Worship: What! at the Bank?—Yes, at the Bank.

The Aggrieved Party.

Mr. Lo: The suggestion of the prosecution was that although they issued their summons on April 23, you did not issue yours until May 7 and therefore it was an afterthought. Now from the beginning to the end did you consider yourself to be the aggrieved party or the party in the wrong?—I considered myself and my wife to be the aggrieved party.

Will you tell his Worship why you did not take a summons the following day if they were in the wrong?—I did not because the whole incident was scandalous and disgraceful.

Questioned further witness said that he went to the Hongkong and Shanghai Bank to obtain the Pratas' initials from Barros, who when requested to furnish the necessary information told witness to "go and find out for yourself."

Witness added that Barros wanted to fight him there, but he refused.

His Worship: But there was the counter between you on this occasion I suppose? He came out from behind the counter.

Cross examined by Mr. Hugh Jones, witness stated that he could not say whether the two Gill girls hit his wife, but when he arrived they were holding her. Witness denied that he took the umbrella from his wife.

Witness Dislikes Police Court.

Mr. McCallum: Now, Mr. Gill in the beginning of your evidence you said that you had not been in the Police Court before?—No, I have not.

You do not like the idea of coming to a Police Court?—No.

(Continued on Page 10.)

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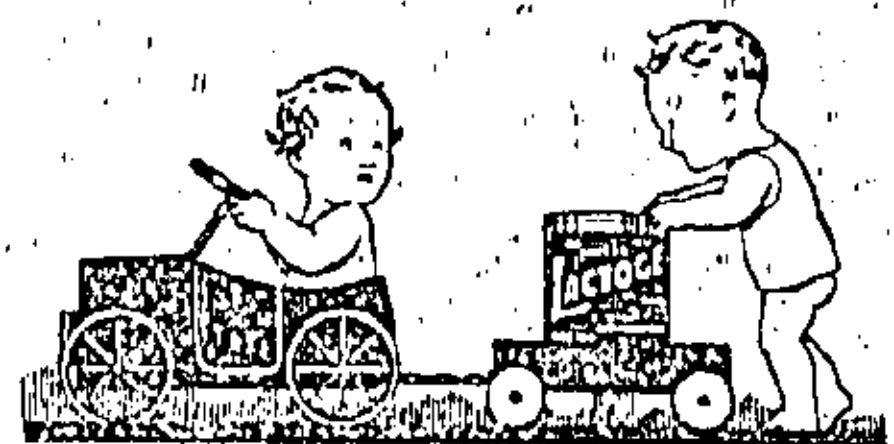
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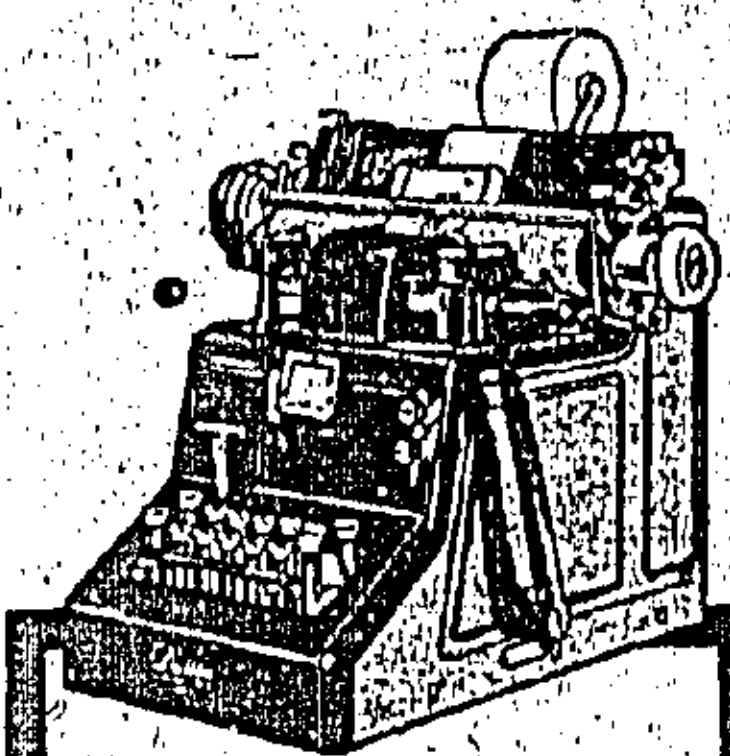
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ACKNOWLEDGMENT.

Lady Chater desires to thank friends for their kind expressions of sympathy in her great bereavement and for the many floral tributes.

The Telegraph

SATURDAY, MAY 29, 1926.

THE EXTRALITY COMMISSION.

We notice that there is much criticism in the newspapers of Shanghai and the North regarding the manner in which the International Extra-Territoriality Commission is conducting its tour of the country, ostensibly for the purpose of reporting on whether or not the time has come when China can be entrusted to dispense justice to foreigners. It is complained that their coming and going are heralded in advance and that by the time they reach any given place, everything has been specially prepared for them and that they are seeing China under conditions which greatly differ from those which obtain normally. The Commissioners are maintaining a deadly secrecy regarding their findings and it is said that if they kept their movements as secret they would possibly see more of the real methods of Chinese judicial procedure than is now in goals and courts carefully prepared for their arrival. It should be borne in mind that the Commission is not obliged to send in its report for two full years, and so there is every prospect that the existing conditions will continue, although there is a very real danger that those conditions (or the possibilities of them) will not be appreciated by the investigators.

The Commission has been seeing Kiang, Nanchang, the goals and courts of the Shanghai district and has now accepted an invitation to study the judicial administration of Chekiang Province. It would appear that the Commission spent quite an interesting time at Kiang. On their arrival they were met by a reception committee of some 30 people and paraded through the streets to the Grand East Hotel. It is reported that the streets were nicely cleared and that the railway station and the hotel had been prettily decorated in honour of the guests. In Nanchang the streets had been specially swept and all shops and

public buildings decorated. The Civil Governor entertained them to a banquet and later the Commission visited Nanchang's courts and goals and expressed satisfaction with all they saw. After two more banquets and a visit to the Kiang goals, including "the model prison," the Commission left this part of the country.

It is being contended by foreigners, who are rightly jealous of their extra-territorial rights, but who would not and could not fairly object to China exercising full sovereign rights if her judicial code was brought in to line with the codes of western nations as regards justice and humanitarianism, that the Commission, on whose report there will possibly be action, is not getting a fully realistic impression of China's code and the action based thereon. There is doubtless much in the way of improvement to be noted during the past few years and there are many indications that that trend towards a betterment will be continued, but there is no gainsaying the fact that at the moment, Chinese ideas of administering public justice are, from the foreigners' point of view, hopelessly out of the question.

Company Meetings.

The sound position of the Union Insurance Society of Canton, Ltd., was well reflected in the speeches at yesterday's meeting of shareholders, and it is cause for gratification that, despite the difficult times of the past year, this old-established company is still able to maintain its traditions. Having important connections in all parts of the world, the Society is known in all parts of the globe, and as its ramifications have extended, the responsibilities of those in charge of its destinies have grown. Happily, however, the management and the directors have always followed sound and conservative lines in their policies. Yesterday's meeting was noteworthy for a speech by Mr. J. M. Alves, in which he touched on some points of general interest and concern to shareholders. It is good that shareholders should, at these annual meetings of local companies, make their opinions known, but the trouble is that all too often they have not the time, or, maybe, they lack the expert knowledge to put forward points on which they would like to have information. In view of these circumstances, there appears to be considerable reason in the plea recently put forward for the formation of a local 'Shareholders' Association. Such a body could hold its meetings at convenient hours for members, preferably after office duties are over, and there they could bring up points which could later be dealt with by members deputed to attend the meetings of the companies concerned. Much useful work could be done in the interests of the investing public in this way. Perhaps Mr. Alves would consider conveying a meeting of local shareholders for a discussion of the idea.

BANNED JOURNALIST.

HOME OFFICE EXPLAINS.

London, May 28. An official statement by the Home Office states that Mr. Russell, the American journalist, was provisionally refused permission to land at Plymouth at the request of the Irish Free State. Mr. Russell was told that a final decision would be given when he reached Southampton but he preferred to go to Chebourg. He would be allowed to land at Southampton on undertaking not to visit the Free State. *Reuter.*

PREVENTED FROM LANDING IN ENGLAND.

London, May 28. Referring to an announcement that Charles Edward Russell, the American journalist, was prohibited from landing at Plymouth from the liner President Roosevelt, Mr. T. P. O'Connor says this must be an error by a subordinate official. Mr. Russell is a brilliant journalist, powerful speaker, strongly pro-Ally in wartime; an avowed Socialist, but never regarded as a friend of violent methods. He accompanied Mr. Elhu Root on his Government mission to Russia. *Reuter.*

DAY BY DAY.

KINDNESS IS THE GOLDEN CHAIN BY WHICH SOCIETY IS BOUND TOGETHER.—Goethe.

The P. & O. s.s. Kalyan, from Hongkong, arrived in London on the 27th May, at noon.

His Excellency the Governor has appointed Dr. A.G.M. Severn to act as Medical Officer of Health.

The P. & O. s.s. Macedonia, from Hongkong, arrived at Marseilles on 28th May, at 6.30 a.m.

A first and final dividend of 2.74 cents in the dollar has been declared, in the matter of S. Greenfield, of Victoria, Hongkong.

Passengers departing for Manila per s.s. President Lincoln yesterday included Mrs. G. R. Lindsay and children.

One case of small pox (Chinese) and one case of diphtheria (Portuguese) were reported to the Medical Officer of Health on Thursday.

His Excellency the Governor has declared Dr. S.C. Ho to be duly elected a member of the Sanitary Board for three years, with effect from the 22nd May, 1926.

His Excellency the Governor has appointed Mr. A.S.D. Cousland to be a Member of the Licensing Board during the absence from the Colony of Mr. John Owen Hughes.

To the list of medical practitioners there has been added the name of Dr. John Durran, Alexandra Buildings, Bachelor of Medicine and Bachelor of Surgery of the University of Edinburgh.

It is notified that, at the expiration of three months, the Tai Ping Steamship Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

While Mr. C. S. Goddard, chief examiner of Chinese Customs, was walking along Licht Street, a Chinese snatched from his pocket a brown wallet containing \$90 and papers.

An amai, living at 19, Great Street was bitten by a dog owned by Mr. J. Baker, of Messrs Jar-Jipe, Matheson and Co. She was sent to the Government Civil Hospital.

In consequence of official orders to the Chief of Police, the pickets who have been stationed at certain business houses in Canton, preventing them from reopening, have been dispersed.

Mr. Claude Falkner is playing a return match with Mr. A. J. Osmond, billiards champion of the Colony, at the Club Lusitano at 8 o'clock to-night. Tickets may be obtained from members.

A new Lodge of the Order of Buffaloes is being consecrated this evening at 5 p.m. at the Institute, Duddell Street. This Lodge is mainly for H. M. S. Hawkins and is called the Prince George Lodge.

Captain Morris, of the Hongkong Mule Corps, has reported to the police that a driver's mirror, valued at \$10, was stolen from his car when it was on the public stand by the Star Ferry.

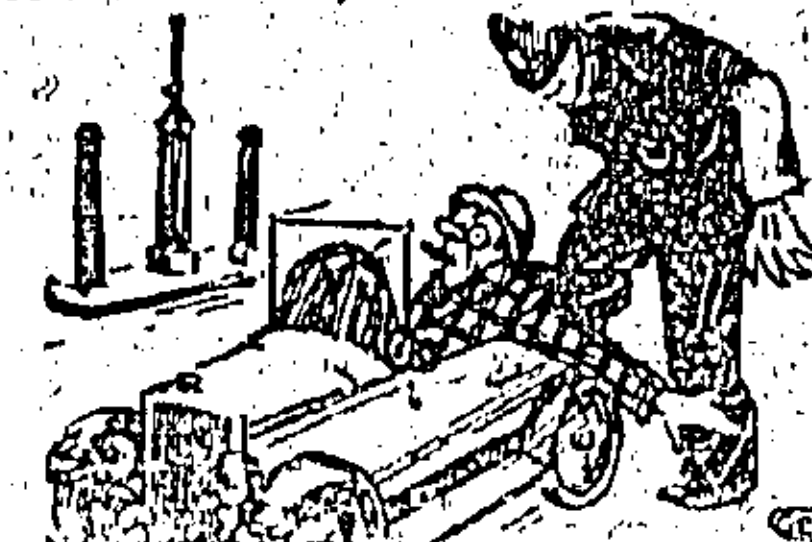
His Excellency the Governor has, in accordance with instructions received from the Secretary of State for the Colonies, been pleased to recognise Mr. John J. Muccio as a Vice-Consul for the United States of America in Hongkong.

The last performance of the musical comedy, "No, no, Nanette" by the "The Quaints" took place at the Queen's Theatre last evening, when, despite the many times it has been played in the Colony, there was another large and appreciative house. The Company is leaving the Colony to-day.

At a meeting of the Committee of the Institution of Engineers and Shipbuilders, a silver cigarette case suitably inscribed was presented to Mr. R. Johnstone, late treasurer of the Institution, as a small appreciation of his work as hon. treasurer and as a token of esteem. The presentation was made by Mr. J. Ormiston, president, who spoke in eulogistic terms of Mr. Johnstone's work. Mr. B. L. Frost also endorsed Mr. Ormiston's remarks.

MIXED GRILL & A Merry Miscellany Ashley Sterne

We Londoners are extracting quite a lot of fun out of this one-way traffic system, and I shall never be surprised if sooner or later we have to pay amusement-tax on it. Yesterday, for instance, I drove my little one-mule-power Birdcage round Parliament Square 87 times before I found the way out. It was as



entertaining as a good old rollicking day in the Hampton Court maze.

From the pedestrian's point of view, too, there is much to be said for the system, because he can now be knocked down and run over in one direction only, instead of two as heretofore, which, of course, makes the coroner's job much simpler.

One of these days I quite expect one-way traffic will be introduced on our railways in order to obviate the risk of collisions. The slight inconvenience of having to travel to Manchester when we really want to go to Exeter will be amply compensated for by the additional safety secured for the journey.

Talking of safety, I think it is a splendid idea they have got in Chicago of making riding-horses carry red tail-lights when out after dark. Many's the time when I have been in Chicago that I have bumped slap into a horse's tail at night for want of this simple precautionary device. Indeed, I think it would be a good idea if all animals everywhere were made to carry red tail-lights at night, for in the dark it's just as easy to walk into a giraffe in Kampala as into a horse in Chicago. Easier, in fact, because the giraffe is so much bigger. Of course I realise that there would be some difficulty in adjusting tail-lights to such animals as Manx cats and guinea-pigs, which haven't got any tails. But this might be overcome by affixing red lights to their noses and training them to walk backwards after dark.

Says one of our most popular and esteemed Church dignitaries: "A bishop's time, stipend, even his home, can never truly be called his own." If this indeed be true, it seems a pretty stiff price to pay for the privilege of wearing boot-laces on your hat.

Here follows the last of my spring poems—a sort of round-up of all the seasonable birds and things to which my previous poems have not made allusion.

Blackbird on the bending spray,
Pipe a merry melody!
Lark within your watery nest,
Trill a glad song anapest!
Waken, little sleepy leaves!
Waken, sparrows in the drain!
Spring is functioning again!

Cuckoo with your still-like legs,
Cease from laying alien eggs!
Wasps, you irritating things,
Sharpen up your little stings!
Busy bees within your hive,

Get a move on, look alive!
Lovers, swell the glad refrain,
"Spring is with us once again!"
Soft spring mattress on the bed.

Where I nightly lay my head,
Don't forget that springtime's too.

Out to put some spring in you!
Come then, every-jernal-thing,
And in lacy chorus sing,
"Spring is with us once again!"

I need only explain that the phrase "alien eggs" refers to the cuckoo's regrettable and reprehensible habit of laying eggs belonging to other birds.

Before finally quitting the subject of spring (of which I am heartily sick), I feel I must draw your attention to a startling inaccuracy in one of Shakespeare's spring poems—that famous one beginning: "It was a lover and his lass." The poet goes on to say:

"In the spring time, the only pretty ring time,
When birds do sing hey-ding-a-ding-ding."

Now I have it on the authority of Professor Barnum Crummett himself that there is no bird known to ornithology which sings hey-ding-a-ding-ding, either in spring time or at any other period of the year. A specially trained parrot (he writes me) might be taught to sing these syllables, but they certainly occur in no natural bird-song yet recorded. He suggests, however, that Shakespeare may have been thinking of the Hawaiian ukelele-bird, which sings hey-pluck-a-pluck-pluck—but never in the spring time; only on Michaelmas Day, when it falls on a Thursday.

Before many weeks are past we shall be once again in the thick of the cricket season, and already I foresee the correspondence columns of the press crowded with suggestions for brightening the game. Ah! if only the Committee of the M.C.C. had acted on the hints I gave them a few years ago. For one thing, I suggested that the batsman should have the option of either hitting the ball or picking it up and running with it—just as in Rugby the player can either kick the ball or gather it. He could then score a boundary either by a direct hit or by sprinting with the ball to the rails and touching down.

Again, I suggested that bowlers, when confronted by chaps like



Hobbs and Sutcliffe, should be allowed to bowl two balls simultaneously, one with each hand; and, similarly, that two weak batsmen at the tail of a team be permitted to defend the same wicket.

But the Committee never took any notice of my letter, notwithstanding that I offered to come and lunch with them every day for a week and thoroughly discuss the matter as man to man.

21 YEARS AGO.

EXTRACTS FROM "TELEGRAPH FILES."

The following items are extracted from the Telegraph files for the week ended May 30th 1905—

A successful promenade concert was held at the Kowloon Bowling Green Club, for the purpose of raising funds to extend the greens. The Committee responsible were Messrs. S. Smith, D. Gow, Kinross and Galt.

A Canton news letter states that there was much excitement amongst the Chinese over the American exclusion law, but a boycott of American goods was not expected.

After having been in Manchuria witnessing the Japanese military manoeuvres, Prince Karl Anton, of Germany, visited Hongkong.

Mr. (later Sir) Francis Pigott, the new Chief Justice, was welcomed by the legal profession at the Supreme Court.

On Empire Day, H.E. the Governor (Sir Matthew Nathan) visited the Kowloon School and addressed the scholars.

At a meeting of the Legislative Council, the Governor reported on the negotiations for the construction of the Kowloon-Canton Railway, and stated that a party of surveyors had left England to start work over the British section.

A list of Yacht Club officials showed that Mr. E. W. Carpenter was elected Secretary, and Mr. C. H. Blason Hon. Treasurer.

Mr. J. R. Wood was appointed Assistant Land Officer in the New Territories.

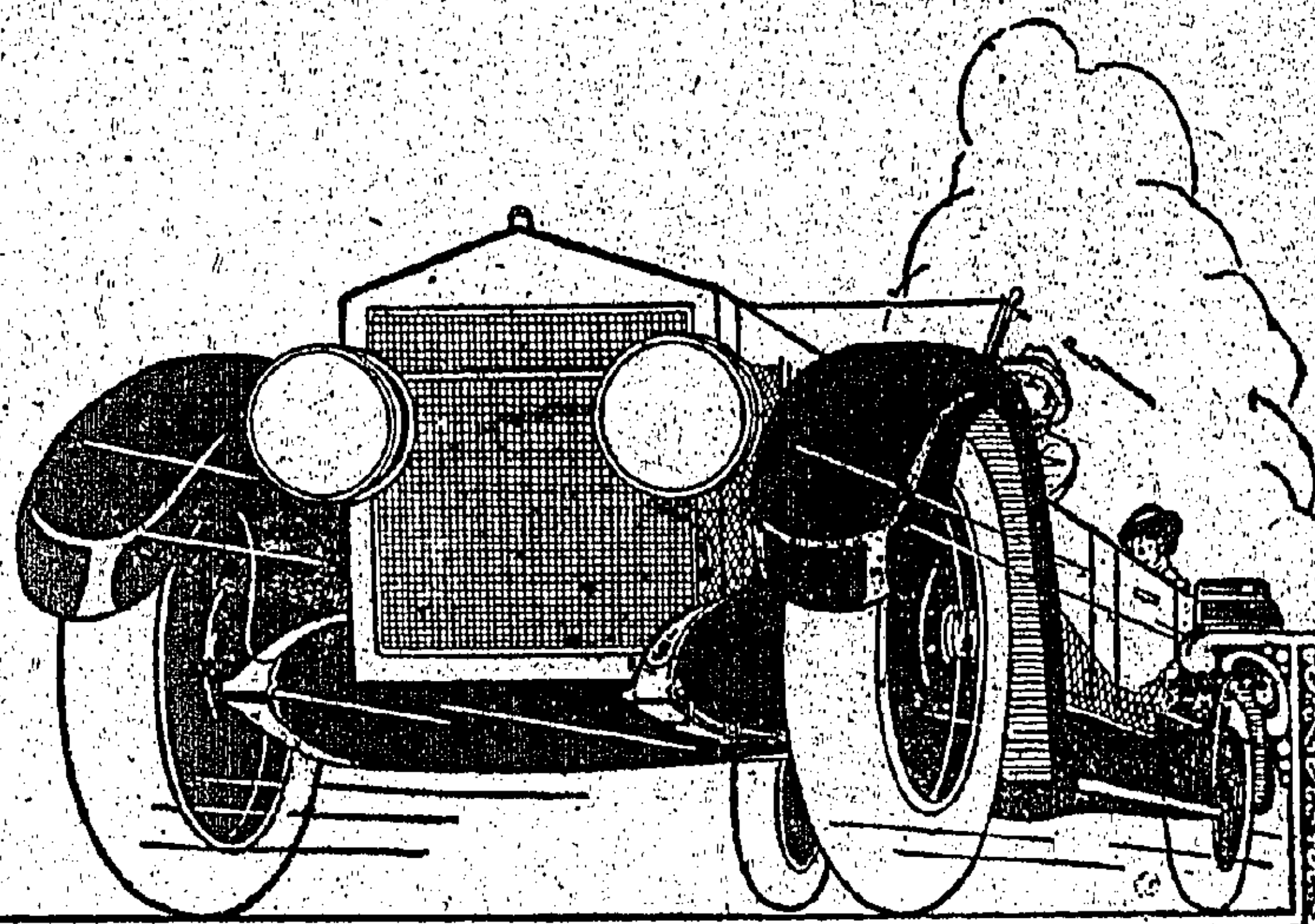
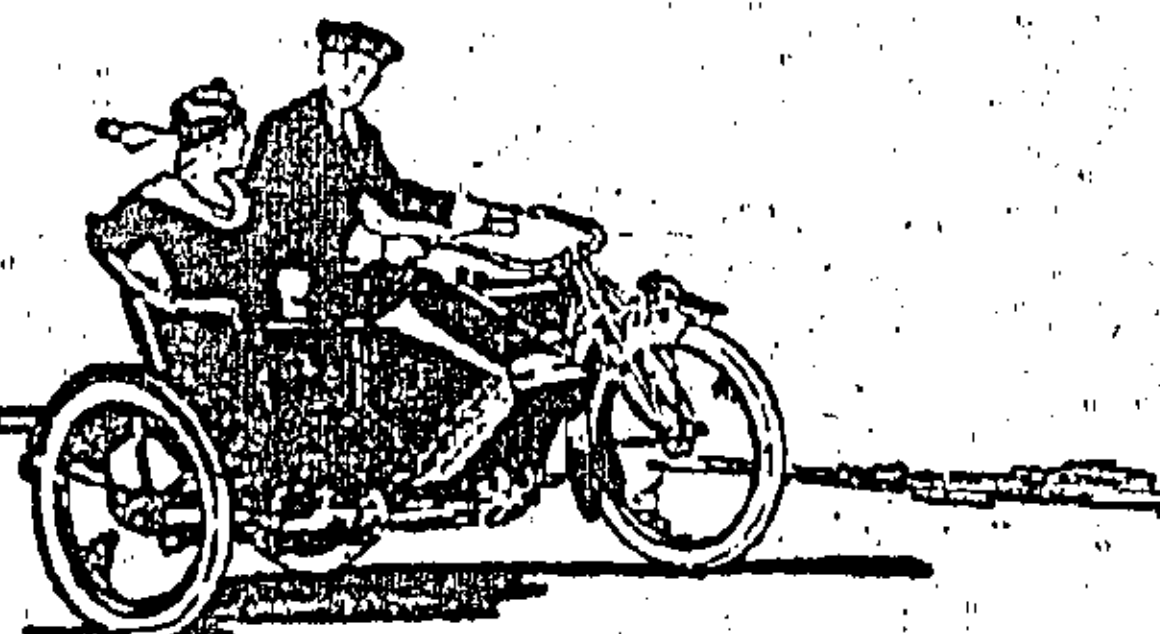
At the annual meeting of the "Star" Ferry Co., Ltd., the late Sir Paul Chater, president, spoke of the necessity of inaugurating a more frequent service and also of eventually evolving schemes for the conveyance of horses, chairs and vehicles.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SAURDAY, 29th May, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Parking Places.

Although most motorists are aware that cars may be parked on the north side of Connaught Road, Central, it is not every motorist who cares to leave his car on the harbour side of the road. It has been suggested that cars be allowed to stand in the centre of the road between Paddar Street and Pottinger Street. Connaught Road is certainly of sufficient width to allow this, and we think the suggestion well worth a trial.

Licensing Season.

Quite a number of people are apparently under the impression that the licensing season for cars commences on June 1st. This is not the case. Motor vehicles should be licensed on July 1st, the licence terminating on June 30th. The same procedure applies to drivers' licences.

A Morris Suggestion.

At least one Morris owner has fitted his car with ventilators in the form of cowls which direct a passage of air through the bonnet. The idea is quite a good one, and provides a considerably cooler atmosphere for the driver. Care should be taken that the cowls can be reversed during rainy weather.

New Members.

The following motorists have joined the Hongkong Automobile Association since we published the last list:

The Hon. Mr. W. J. Southorn.
L. G. S. Dodwell.
F. Syme Thomson.
Wong Shan-kwong.
R. M. Smith.
J. C. Brown.
F. A. Mackintosh.
Dr. J. P. Fahily.

Cycle Windscreens.

A motor cycle has been seen in the Colony with a handle-bar screen attachment. Although this may be an asset during inclement weather, it is doubtful whether the driver derives full benefit from the cool breezes which climate conditions are favourable. After all, the joy of motor cycling is the feeling of exhilaration which is produced by progress against the breeze.

An Unpopular Suggestion.

The reader who sent in the suggestion that Wyndham Street might be opened to motor traffic has raised quite a storm of protest. Several other motorists have pointed out objections. "One in particular, whose letter we published on Monday last under the nom-de-plume of 'Four-Seater' being most emphatic that the suggestion was a 'tremendous hazard.' Granted that the thoroughfare is by no means ideal, there are more intricate and dangerous motor roads in other parts of the world. However, we cannot see the necessity for taking any risk, and agree that the good old maxim 'Safety First' should be followed. We think that the motorist who made the suggestion must have overlooked that Ice House Street would be a far better and safer 'relief' thoroughfare.

The H.K.A.A. Badge.

We should like to see every owner-driver carrying the distinctive badge of the H.K.A.A. on his car. The Association is doing excellent work, and motorists should make a special point of having the symbol attached to their machines. Mem-

bers who have carried it in England and on the Continent have found it of the most decided assistance, and although it is not as essential from the point of view of assistance here, the act of carrying it is a well deserved tribute to the Hongkong Association.

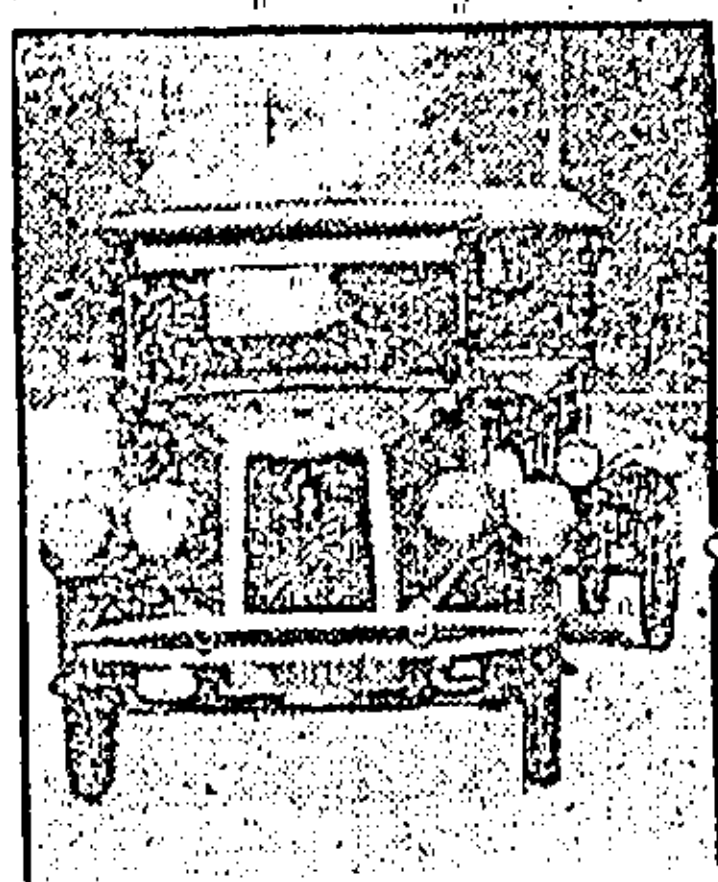
Near Tytan.

Travelling from the direction of Stanley towards Shaokwan, just before the road crosses the reservoir, the bend on the road-way would be greatly improved if the earth at the side were levelled and the weeds removed. This is quite a small job which might be done when a couple of road coolies are in the vicinity with shovels.

Tubbs Road.

The work of widening the more risky corners on the Stubbs Road, has done much to make that thoroughfare safer for motorists. There is one matter, however, which should be attended to at the earliest possible convenience. Not very far from Bowen Road junction, the road has been considerably widened by cutting away a large amount of the hillside. Although the intended improvement is both necessary and welcome, vehicles are, as yet, unable to use the extra road space on account of the fact that a water pipe which previously followed the contour of the road, remains in its old position. The effect is that quite a danger is created, especially in the case of a driver taking the hilly contour of the road on his left as a guide, on nights when clear vision is obscured by fog. Obviously it is intended to remove the pipe, but there appears to be no need for delay now that the actual widening work is finished.

DANGEROUS.



Don't try to see how near you can get to the back of the car in front of you!

TYRE. STANDARDIZATION.

Automobile tyres, which now show a large variety in size as manufactured, could be reduced to a few standard sizes, says Mr. George J. Burger, secretary-treasurer of the National Tyre Dealers' Association. Burger says that there are 23 different sizes of balloon tyres being made, and 46 out of 93 makes of cars using balloon tyres have half needs supplied by only three different sizes.

AN UNLUCKY SHANGHAI MOTOR CAR.



Country bumpkins have a way of changing their minds when crossing the road. Result a wheel bath for the car in the creek that runs beside the race course, Bubbling Well Road. No-one was hurt, but the bumpkin received a thorough soaking.

"AILSA-CRAIG."

BRITISH BUILT MARINE MOTORS.

An excellent example of the British manufacturers' progress in design and determination to meet competition is seen in the above illustration of a modern Ailsa Craig Marine Engine.

Pre-war the Ailsa Craig Co. Ltd. had attained an enviable reputation for quality and reliability but later realising the necessity to go "one better" they set out to produce an engine of modern design at a competitive price. Reference to the illustration and the following description will indicate the degree of success which attended their efforts.

In keeping with the best motor car engine practice overhead valves are adopted, the camshaft being lubricated by a simple and yet most efficient system, which requires the minimum of attention and is entirely free from waste and other defects which characterised many "overhead" engines.

The design permits complete machining of the combustion space, a feature tending towards even running and absence from loss of power due to carbon formation. The starting handle to be used at either end and is most conveniently situated as regards height.

Accessibility constitutes one of its most attractive features in fact it is difficult to conceive how it can be improved. Observe the raised vertical magneto and distributor, accessible sparking plugs and neat short leads; inspection door covering the entire length of crankcase and carburettor clear from all overhanging water pipes or manifolds. A simple vertically driven plunger pump is also incorporated.

Unit construction, well balanced crankshaft on large ball bearings gives quiet even running, and reliability is such that the engine has been adopted by the Board of Trade, National Lifeboat Institution and Thames Conservancy, facts which speak for themselves.

Last year the Company supplied an engine for the launch of H.M. Yacht "Britannia," and they have now been appointed Marine Engineers to H. M. the King.

WORLD MOTOR CAR NOTES.

[BY WALTER P. CHRYSLER.]

During 1925, 3,325,000 cars and trucks were produced in the United States, including 3,833,000 cars and 492,000 trucks.

This is an increase of 19 per cent over 1924.

Of all the cars produced 56 per cent were closed cars.

The total wholesale value of the cars and trucks produced was \$1,000,000,000.

The wholesale value of the motor vehicle tyre business in the United States for 1925 was \$386,700,000.

The average retail price of the cars sold in the United States in 1925 was \$366.

The average retail price of the trucks sold in the United States in 1925 was \$1,350.

There are approximately 20,000,000 motor vehicles in the United States—7,500,000 cars and 2,500,000 trucks.

It has been estimated that throughout the world there are 24,600,000 motor vehicles registered.

The people of the United States are becoming increasingly a prey to the fact that the prosperity of the country is closely related to the enterprise of the automotive industry. And in that fact there is an object lesson for every country in the world.

During 1925, 3,040,000 carloads of automotive freight were shipped over the railroads of the United States.

Of all the rubber consumed in the United States 84 per cent is used by the automotive industry.

Of all the plate glass used in the United States fifty per cent is used by the automotive industry.

Of all the upholstery leather used in the United States, 65 per cent is used in the manufacture of motor cars.

During 1925, 7,494,000,000 gallons of gasoline were used by motorists in the United States. During the same year 226,000,000 pounds of cotton were used in the manufacture of automobile tyres.

There are 47,014 car and truck dealers in the United States, 55,000 public garages, 75,105 vice stations and repair shops, and 61,617 supply stores.

CORRESPONDENCE.

BRITISH VEHICLES.

Sir,—As the result of a recent discussion on the "Prohibition" against foreign motor vehicles operating for public purposes in Hongkong, I promised to write a letter for favour of publication in the Motor Section of the Telegraph.

The discussion arose from an allegation that certain interests in the Colony had decided to abandon a scheme to place modern motor buses on the roads (subject to permission being granted, of course) solely on account of the fact that the Government insisted that vehicles be according to a certain specification, and, wholly manufactured within the British Isles. (Please note that Cingda is not British within the meaning given to the term by the Hongkong Government.)

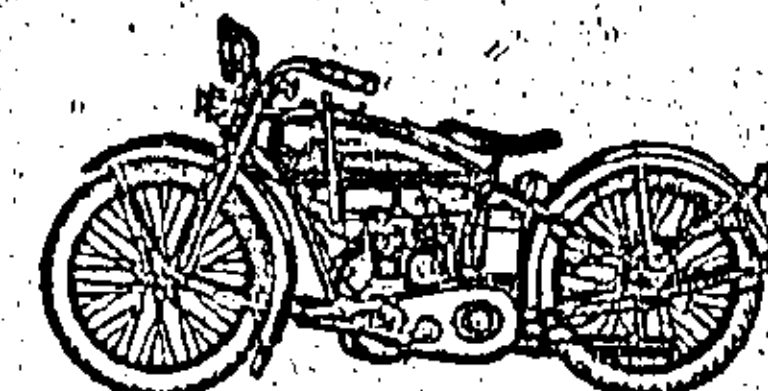
Now, Sir, while I am a staunch believer in the benefits to be derived from judicious Imperial Preference, I am strongly opposed to any form of trade compulsion such as that which is apparently being exercised by the Hongkong Government, when such compulsion has the effect of retarding communal progress. I am assured that prices of motor buses made in England are so much greater than thoroughly reliable vehicles made in other parts of the world (Canada included) that an adequate return cannot be assured those who have the enterprise to provide public transport services here. If, on the other hand, Canadian or American vehicles are allowed, there are several types which are thoroughly reliable, and which can be purchased at prices which would allow cheap fares, and yet at the same time, yield a reasonable and safe return to the proprietors.

The standard of quality as represented by the British product is unquestionably high, but the day has long since passed when the purchase of foreign machinery was attended with risk. The "White" motor buses which have been running daily in Hongkong for the last few years, provide eloquent tribute which cannot be denied to at least one type of American bus.

Those of your readers who have visited the United States during the last two years, will agree that motor traction has reached a remarkably high state of efficiency in that country, and if the British manufacturer is to compete fairly, and successfully, he must realise that he has got to build vehicles which will compare in price and performance to the American vehicles. The cry of "Quality first" has lost its appeal, for the simple reason that it is no longer an overwhelming truth.

Naturally, when all things are equal, preference should be given to the British product, but when the difference is so pronounced that the insistence of "British" or none, has the effect of denying the public of modern facilities and thwarting public enterprise, a more reasonable and businesslike attitude should surely be adopted.

When a British manufacturer receives an order for motor vehicles for the Hongkong Government, and advises the fact that he has supplied them, probably neither he nor the public who reads his advertisement knows that foreign competition was not allowed. Such knowledge would probably influence British factories in making a better attempt to give value in line with their foreign competitors.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the

S. S. "EMPRESS OF ASIA"

We received two models of the famous

HARLEY-DAVIDSON SINGLE CYLINDER OVERHEAD MOTORS

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROR IN AND ALLOW US TO DEMONSTRATE THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

Reduce the Selling Price and you must reduce the Cost. Reduce the Cost and the Product and Service is bound to suffer.

That's just plain economic logic. It is a fact that cannot be qualified. Balance demands that if you shave at one end you must shave at the other. You wouldn't expect a Packard motorcar at the price of a Ford. You wouldn't expect Gargoyle Mobiloil at the price of the ordinary, everyday, so-called motorcar engine lubricants. The same argument holds good for mouse traps, suspension bridges and cheese.

There is a fair price for every commodity; every service. That price must and does include the cost of production, plus a reasonable profit. More than that is a hold-up. Less is business suicide and an imposition on the purchaser.

Bargain, Fire, Auction, Clearance and Reduction Sales are the result of just one thing—misjudgment. They all result in price-cutting and in the loss of public confidence. You get just what you pay for, and sometimes, mostly always, a whole lot less. An honest product at a fair price is the greatest bargain anyone can get. That is exactly what Gargoyle Mobiloil is—nothing else.

VACUUM OIL CO.

Apologising for taking up so much of your space. Enclosing by card—Yours etc.

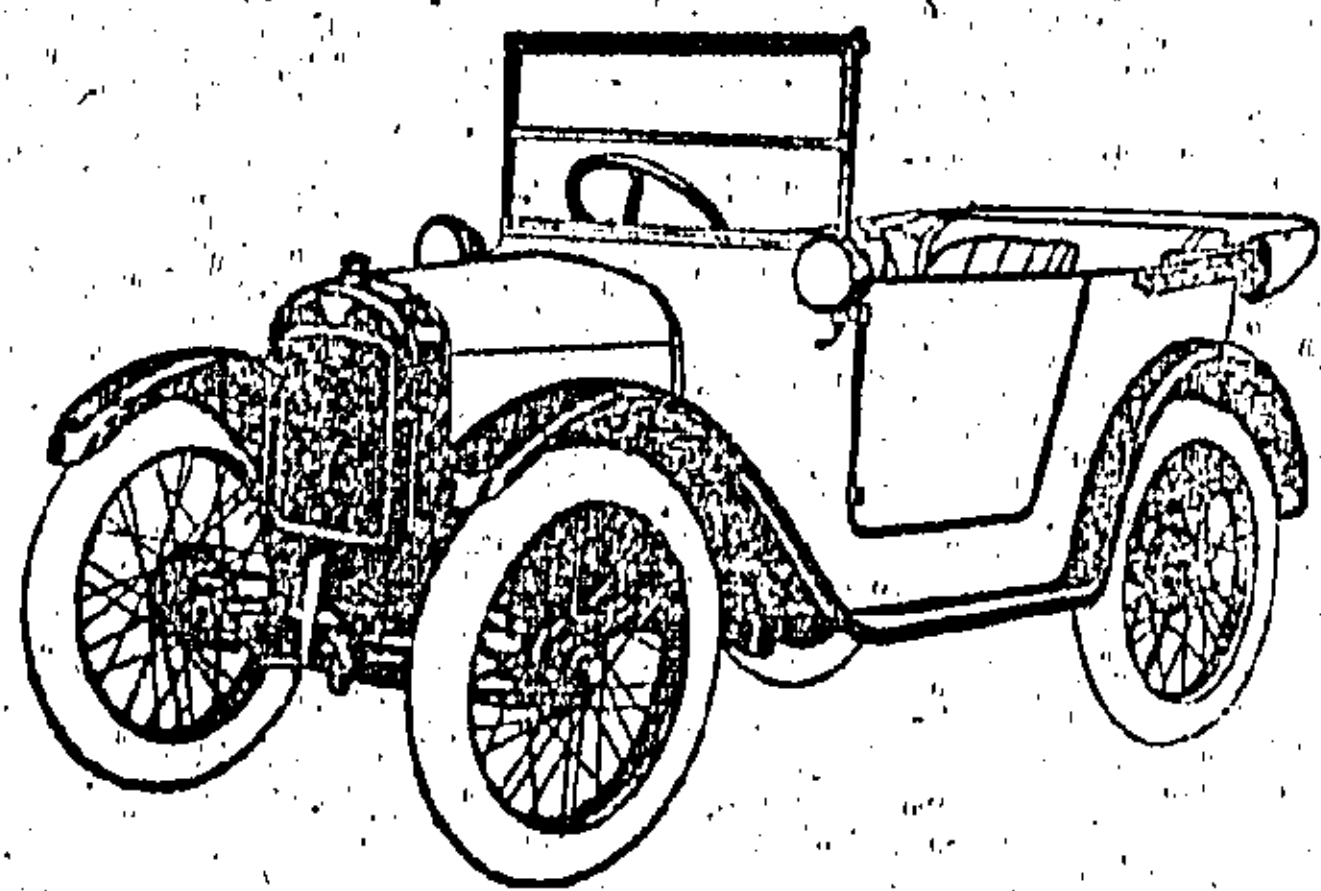
ANTI-PROHIBITIONIST.

Hongkong, May 19th, 1926.

[This letter was received too late for insertion in last Saturday's Motor Supplement, letters for which should reach this office not later than the preceding Wednesday.—Ed. H.K.T.]

CROSS-MARK AUTOS.

Many leading automobile manufacturers are cross-indexing and marking the autos they manufacture to make them thief-proof. With special markings, it is usually simple to identify automobiles. This is expected to discourage the practice of stealing cars.



AUSTIN SEVEN

Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.

CHINA UNDERWRITERS, LIMITED.

FOR ALL CLASSES OF

MOTOR INSURANCE

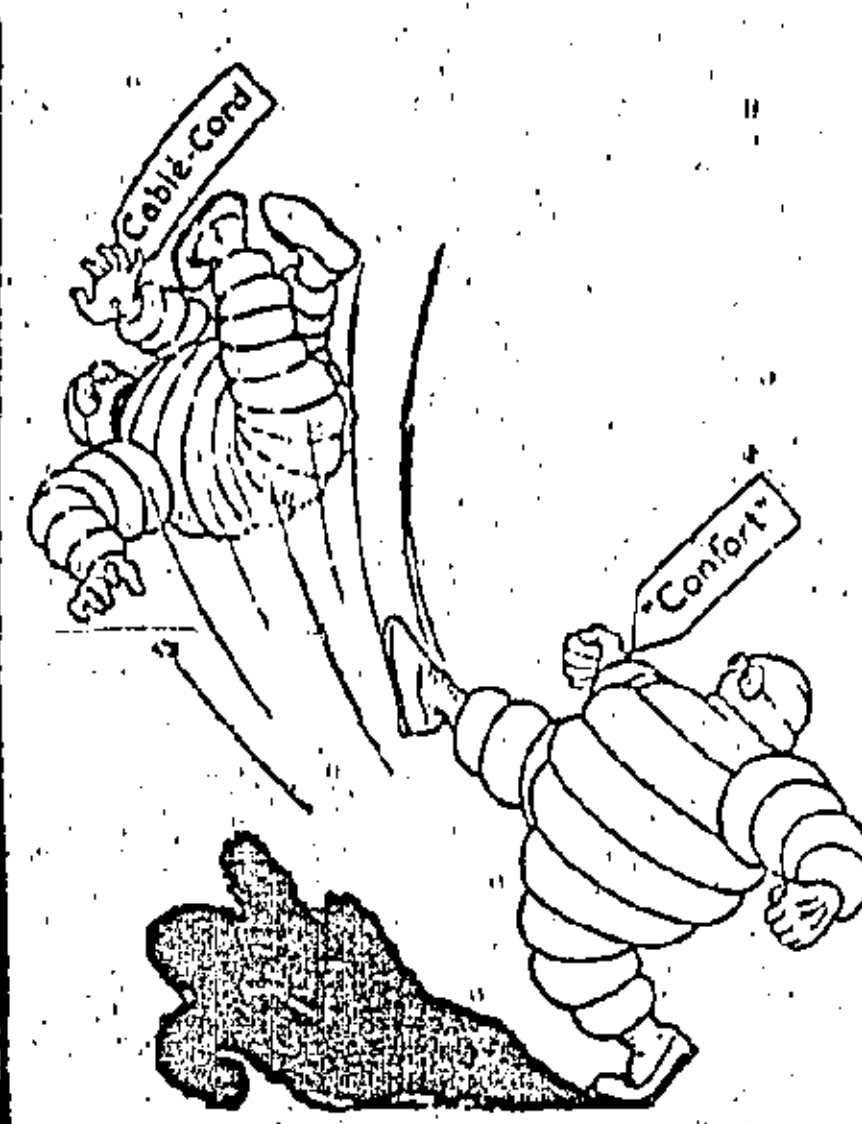
WRITE FOR PROSPECTUS

HEAD OFFICE:

ST. GEORGE'S BUILDING, HONGKONG.

TELEPHONE:

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MICHELIN "COMFORT"

The new low-pressure or balloon tyre. The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for

MICHELIN "COMFORTS."

Authorized Michelin Agents,

J. GIBBS & CO.

BANK OF CANTON BUILDING FIRST FLOOR.

Phone C. 704 and C. 4532.

FAKED CAR SPEEDS.

A RECURRING MALPRACTICE.

BY H. MASSAC BUIST IN THE "Observer."

From the earliest days of motoring, when discussing alike the maximum and the average speeds at which they travel on standardised cars, a large proportion of owners have pursued the policy which has made the narrative of fishermen proverbial. Indeed, in the quite early days of motoring I had already gathered the impression that every standardised car was capable of travelling at least 10 per cent in excess of the speed of which the designer intended it to be capable—save when the given owner was held up on a charge of having exceeded a speed of 20 miles an hour!

When the earliest speedometers became available, their very erratic functioning tended rather to encourage such generous over-estimates of the capabilities of their cars as enthusiastic owners entertained. When anything went wrong with the speedometer that the pointer fell to zero, the owner understood that the necessary was not functioning; whereas when anything happened to put it out of adjustment in the opposite direction, so that it read vastly too highly, the mere suggestion on the dial caused the owner really to believe that he was driving at such a speed, on the Coué principle.

Of course, when a premium began to be put on car acceleration and speed up hill, unfortunately there was a strong commercial temptation to make the speedometer tell a tale which the actual performance of the vehicle on the road was unable to match. Therefore, in these columns years before the war I warned the motoring public on more than one occasion against some demonstration cars the speedometers of which rendered in terms of miles what the vehicle was doing in kilometres.

Many times since the campaign one has come across examples, which have also been commented on in these columns, of cars standardised with speedometers that do not tell the fact, than

which nothing is more simple to ensure by maladjustment, the work being child's play, by comparison, for example, with the proposition of faking the tachometer.

Moreover, there is a difference between running a demonstration car with a false speedometer reading and issuing standard cars to buyers with speedometers set to give false readings. It is a bad phase, like that which was very rife for a spell in regard to fuel consumption. Thus, as a result of a high premium being put on economy by certain of our tourist trophy competition rules, half a generation ago we were really turning out certain standard cars of about 20 h.p. present Treasury rating which nevertheless carried their complement of passengers twenty-five miles to the gallon of fuel. Thereupon a number of foreign cars, particularly of trans-Atlantic origin, were marketed in this country by salesmen who alleged they could do the same thing here, whereas "they simply eat petrol." One owner, in ten, who took enough interest in the matter to discover the fraud put upon him would be merely asked blandly, on bringing the fact to the notice of the vendor: "Well, what can you expect now that everybody else is telling the same lie; do you really think any car can do such a absurdly economical fuel 'consumption'?" Of course, several makes of cars did; but they were not of the types so acquired. Unfortunately, no prosecution was ever attempted.

Speedometers appear to be faked in various ways to-day. Sometimes you come across a car with a speedometer, the cumulative mileage on which totals up correctly when the machine's performance is checked from milepost to milepost; yet the actual speed at which the given car will be alleged to be travelling at given points between them will be proved to be wrong by running it against another car with a known accurately adjusted speedometer. Thus recently one driver travelling at 55 miles an hour actually overtook a car the speedometer of which was registering 64 miles an hour at that moment! Unhappily, these experiences are by no means infrequent.

The only thing to do to stop this malpractice, which is nothing less than a fraud on the public, and an injury to the honest motor trader, is to give it the maximum publicity. Admittedly, a large section of the motoring public deliberately seeks to be imposed on in this style. For instance, among a couple of dozen of one's car-owning acquaintances at least 10 per cent. allege regularly that their machines travel at rates which even the vendors of them, in their catalogues do not make believe that they can attain. And no motor manufacturer underestimates the qualities of his car in any respect in his catalogues.

THE PERSONAL FACTOR.

TESTING DRIVERS.

Special to Hongkong Telegraph by George Britt.

Washington, April 11th.—The average automobile driver may expect to have a serious accident about once in 20 years.

But 1 or 2 per cent. of the drivers should thank their special guardian angels if they don't smash a car or run down a pedestrian every six months or oftener.

This is too way drivers classify under to-day's standards and condition, according to Dr. Walter V. Bingham of New York, director of the Personnel Research Federation.

One of the large problems of highway safety, he says, is to recognize incorrigibles before they do any damage, and to banish them from the steering wheel.

Accident "repeaters" cannot be picked out by outward physical appearance, psychologists agree. There probably are just as many blonds among them as brunettes. They have no distinctive facial characteristics, or other earmarks.

How, then, can you determine who will be predisposed to accidents before the subject begins driving? The question was put up to Dr. Bingham, who was chairman of the committee on causes of accidents reporting here at Secretary Hoover's recent safety conference, and also to Dr. F. A. Moss, professor of psychology at George Washington

University and, secretary of the same committee.

DRIVERS ARE TESTED.

There are personal factors which can be revealed by psychology laboratory test of the applicant for a driver's license, answers Dr. Bingham. "You can determine exactly how long it takes to act after an emergency is perceived."

"The average driver, we have found requires about one-half a second in emergency to take his foot off the accelerator and put it on the brake. This means the car traveling at 30 miles an hour would go about 22 feet before the driver acted."

"Some types of nervous disorders unfit a person to drive, while others have no such effect. One eminent psychologist says that a person suffering from acute melancholia is one of the safest of all drivers, because he takes extreme precautions against accidents."

Dr. Moss has made extensive tests into the personal factors which cause accidents. One of his tests was simple device of "What's wrong with this picture?" to determine a person's judgment and perception of danger. He has applied the standard intelligence test to drivers, also.

YOU NEEDN'T BE "SMART."

A high grade of general intelligence is not necessary to be a good driver, he demonstrated, but a subnormal mentality makes a dangerous driver. He found taxicab chauffeurs with the minds of seven-year-old children, and they were having trouble.

"A small number of people become chilled and quite helpless from fear when confronted by sudden emergency," says Dr. Moss. "We have located them in tests on students in the university."

"It is possible, also, to judge one's eye and hand co-ordination by tests. This is important in passing cars and driving up to curls. These tests are quick and practical and will locate dangerous traits."

"Women are no more dangerous as drivers than men, given equal practice. They have no distinctive psychological tendency to accidents."

The influence of fatigue on automobile accidents, according to these authorities, is marked. A tabulation of 28,000 traffic accidents in New York state last year showed that more than twice as many accidents occurred during the evening rush hour as in the morning rush hours.



The Spirit of the Age

POWER OF NATURE

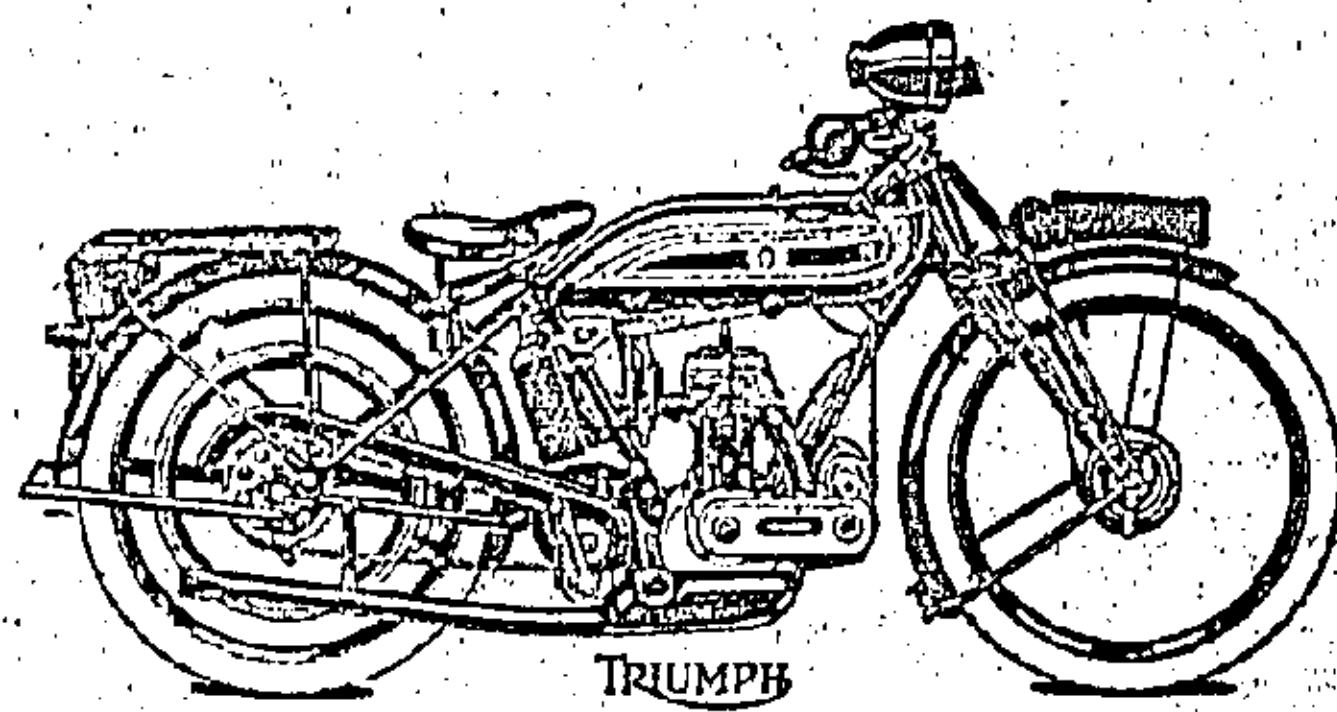
Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

A Product of Nature

SHELL MOTOR SPIRIT

The Asiatic Petroleum Co. (S.S.) Ltd. (Incorporated in England)

TRIUMPH



Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

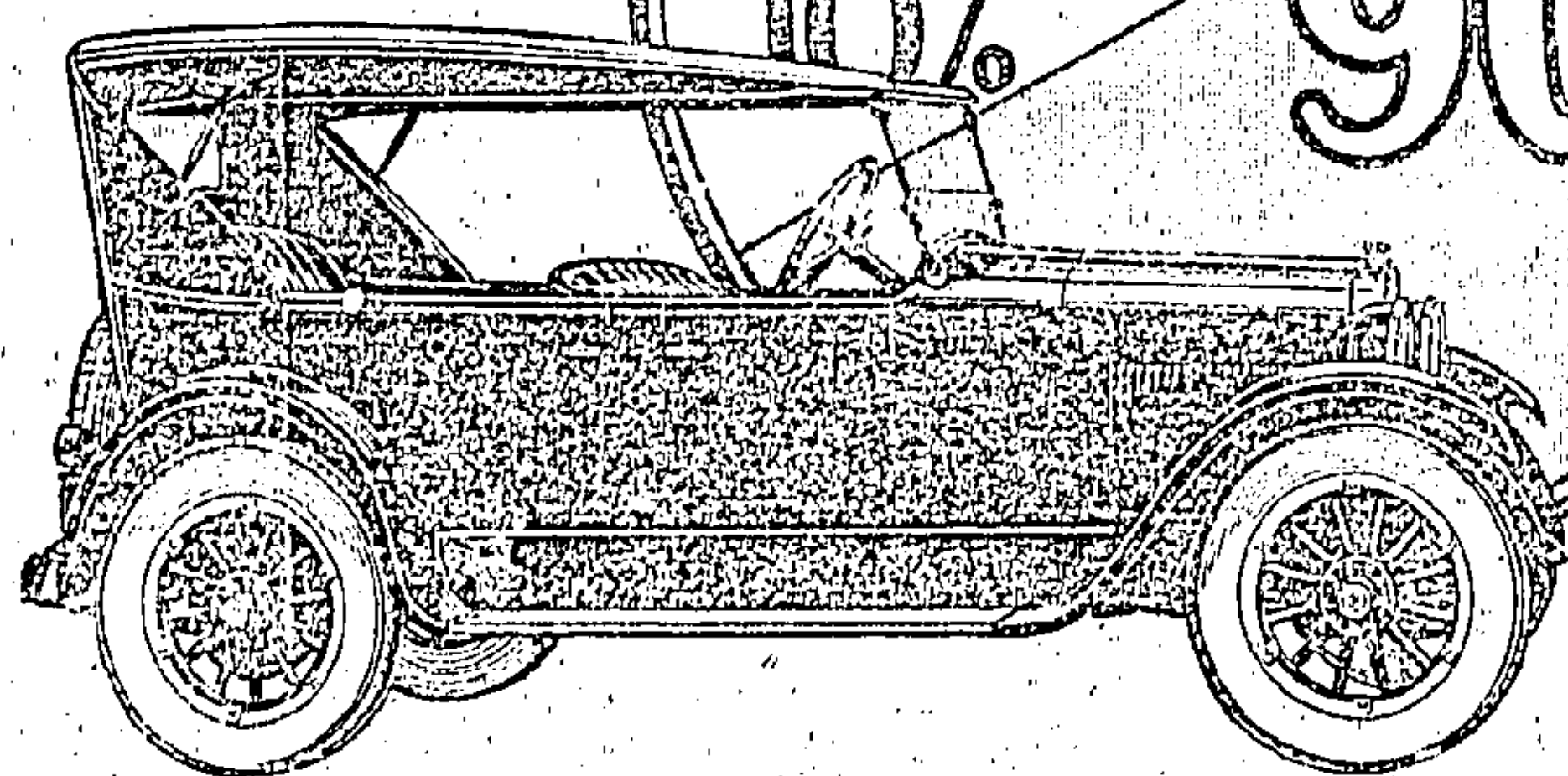
Alex. Ross & Co. (China), Ltd.

Bank of China Building and 1A, Chater Road.

Standard Roadster or Touring \$2,100
Special Roadster or Touring \$2,200
Sport Roadster or Touring \$2,270

Dodge Cars Still in Service

10% 90%



Dodge Brothers Motor Cars Last Longest

The endurance and long life of Dodge Brothers Motor Cars have been proved the world over. Of the 1,500,000 cars built since 1914, 90% are still in use.

In countries where Dodge Brothers Motor Cars have been adopted during the last six or eight years, practically all are still in daily use.

Dodge Brothers use the largest percentage of chrome vanadium steel in the manufacture of their motor cars. That is one important reason why they outwear all others.

THE DRAGON MOTOR CAR CO.,

LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

DODGE BROTHERS MOTOR CARS

PACKARD

—the Choice of Diplomats

Those who are chosen to represent their countries at the courts of the great Capitals must in turn possess equipment in keeping with the importance of their missions.

Ten prominent American diplomats have recently selected Packard cars as affording the distinction necessary to their business and social activities.

In England, a Packard Six has appeared at the Court of St. James, while in France, an Eight has stood, an object of beauty, at the gates of the Palais de l'Élysée.

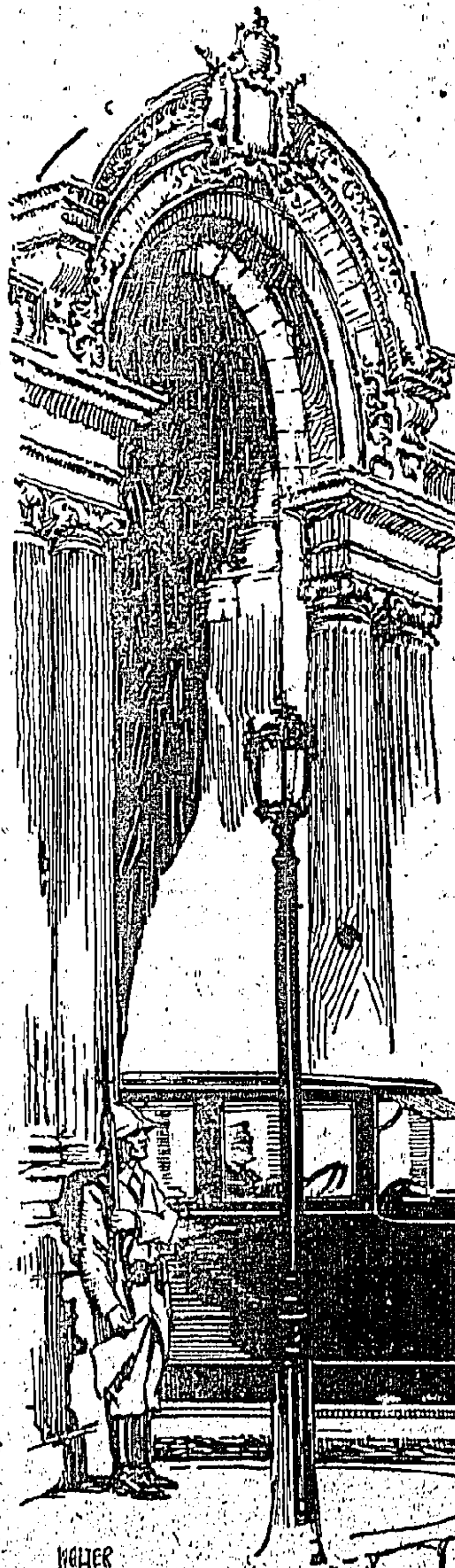
The diplomatic preference for Packard is not confined to Americans. Governmental leaders of many other countries are also Packard owners.

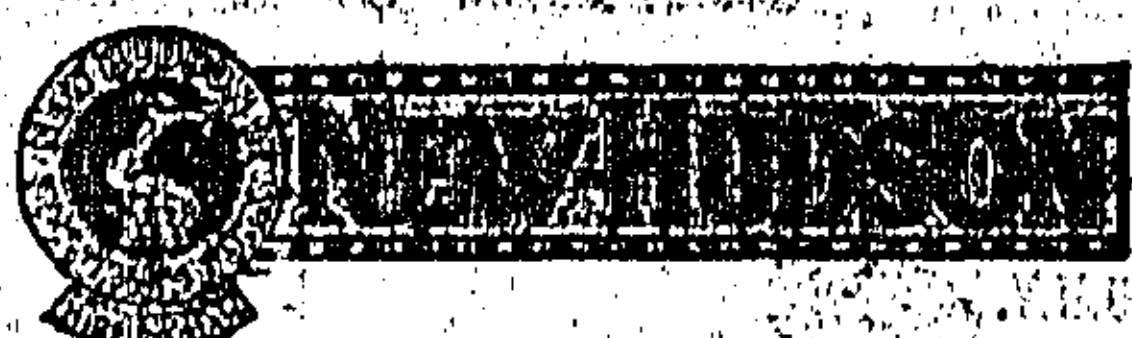
So strong an international appeal would be impossible if the merits of the product were not fundamental and unquestioned.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, Happy Valley, Hongkong.

ONLY PACKARD CAN BUILD A PACKARD

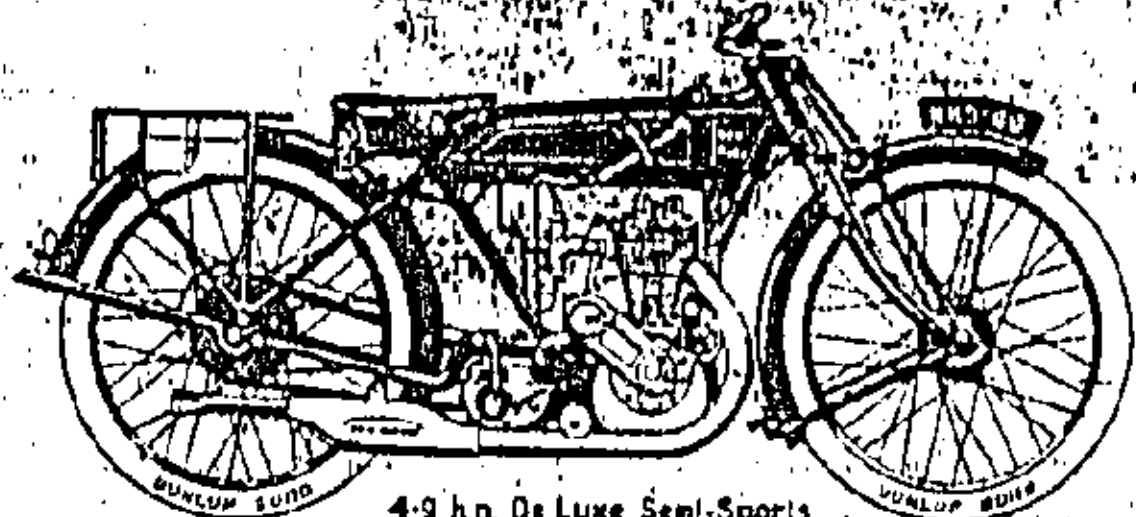




AN UNUSUALLY ATTRACTIVE OFFER

Just received, a 1926 Demonstrating Model of the famous 4.9 h.p. Semi-Sports Model New Hudson Motor Cycle. There is only one, and the special introductory price is only \$450.00!

Even if you don't buy, come and inspect it. Astounding value for a machine with such a reputation!



APPLY TO BOX No. 4. "HONGKONG TELE."



Cracking Process Gas Best.

Many leading chemical and automotive engineers in America are recommending gasoline made under the cracking process as the best motor fuel.

Engineers have found that specific density and distillation range tests do not give a true indication of the gasoline's value.

Rapid Auto Increase.

More than 20,000,000 motor vehicles were in use on the highways of the United States in 1925, according to the Bureau of Public Roads. The increase in registrations during the year amounted to 2,360,970, or 13.4 per cent.

Ban Solid Tyres.

Many cities in Florida have put a ban on solid rubber tyres. It is said that this rule was made effective as solid rubber tyres caused ruts in roads during wet weather. Few streets or highways in this state are constructed with rock or concrete base.

"Death Races."

Safety experts and psychologists who have studied the "jay walking" problem in America liken it to the "beat the train to the crossing" situation. In both cases, a spirit of race causes the careless pedestrian or reckless autoist to court dangers.

Judges Must Drive.

In Sicily, where judges and magistrates are not wealthy enough to own automobiles, special lessons are given to acquaint them with traffic conditions. From their lessons, the judges learned how easily traffic laws are broken.

Want New Colour for Ethyl Gas.

U.S. Government officials have recommended that all tetra-ethyl-lead gasoline be coloured a distinctive shade so that it will not be mistaken for the ordinary product. This will do away with all likelihood that the tetra-ethyl-lead gasoline may be used for cleaning.

Constant Improvement.

Kansas will have 8640 miles of paved highway in 1940, according to Walter Van Buck, state highway engineer. This estimate was made by considering the amount of available funds that Kansas will have during the next 14 years to spend for road improvement.

LOWER FORD PRICES.

HIGHER QUALITY.

A graphic and illuminating example of how the motoring public benefits in economical transportation through volume output, is found in a review just made of production reports and price lists of the Ford Motor Co., covering the last six years during which the company has been building more than a million cars and trucks annually.

The outstanding feature, so far as the car buyer is concerned, is embodied in two items. One shows that all basic principles of the car have been maintained and in addition many improvements and refinements have been effected. The other item shows that there have been eight reductions in the prices of closed cars and seven in the prices of open cars.

Under the latest reduction, which became effective on Feb. 11th, this year, any one of the present day Ford closed cars can be purchased for less money than it cost to buy an open Ford car of relative size in 1920. As an illustration, early in 1920, before the company reached more than a million a year production, a Ford two passengers run about, cost the purchaser \$30 more than it costs to-day to buy a Ford Tudor Sedan, for five passengers, complete with starter and demountable rims.

The extent of the reductions made during the six-year period are rather remarkable, as the following comparison of to-day's prices with those of 1920 both to b. Detroit show:

	Runabout	2 Door	Sedan Coupe
Mar. 1920	\$550	\$575	\$650
To-day	290	520	500
Total reduction in 6 years	260	455	350

QUALITY TELLS

WE HAVE RECENTLY INSTALLED SANITARY AND/OR HEATING SYSTEMS

AT

POLICE STATION, SHAM SHUI PO.
VICTORIA HOSPITAL.

SANITARY BOARD QUARTERS.

SISTERS' QUARTERS, MATILDA HOSPITAL.

ITALIAN MISSION HOUSE.

HONGKONG JOCKEY CLUB.

S. C. M. P. NEW BUILDING.

DIOCESAN BOYS SCHOOL, KOWLOON.

FOR

MESSRS. PALMER & TURNER.
P. W. D.

MESSRS. DENISON, RAM & GIBBS.

PALMER & TURNER.

HAZELAND & GONELLA.

LEIGH & ORANGE.

PALMER & TURNER.

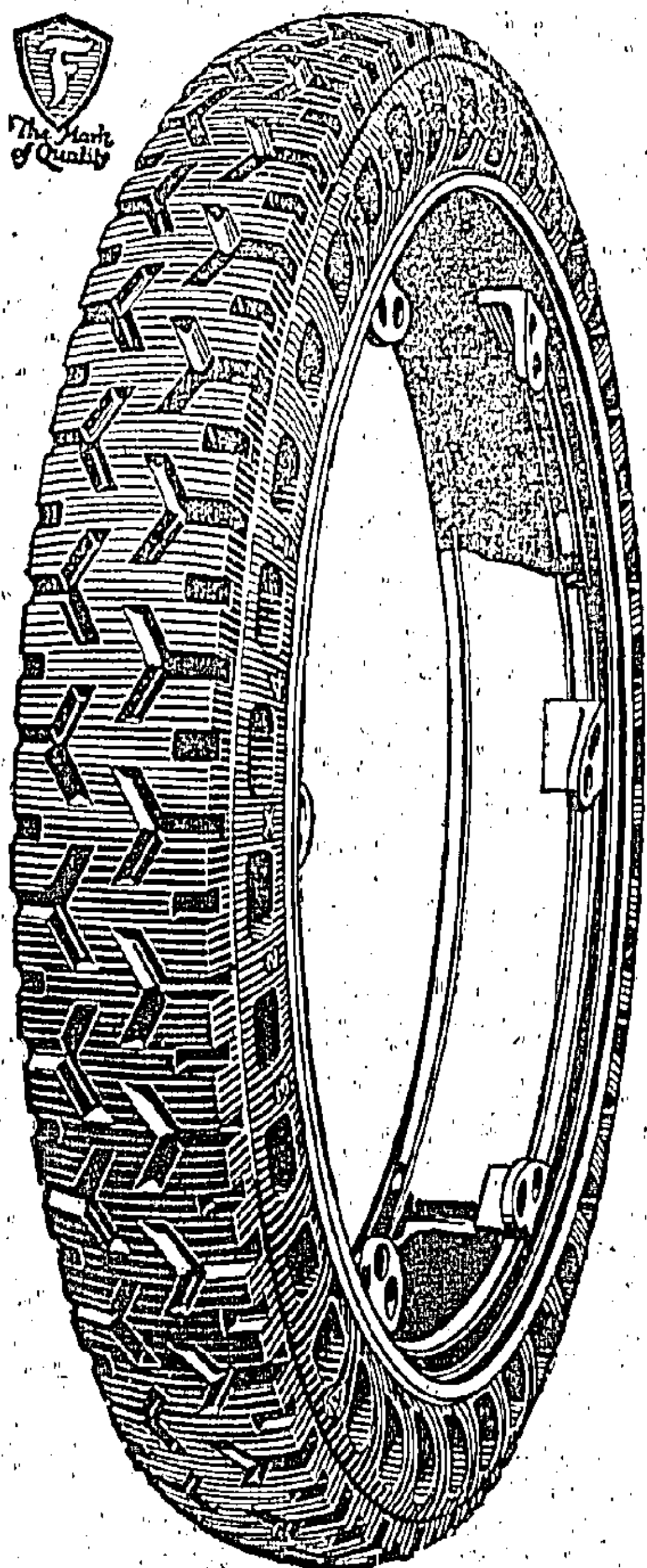
LITTLE, ADAMS & WOOD.

FOLLOW THE LEADING ARCHITECTS

PLACE YOUR CONTRACT WITH

C. 1030. **DODWELL & Co., Ltd.** C. 1030.

GET A "TROUBLE-FREE" JOB



The Dual Economy of Firestone R. M. C. Tyre for Ford and Other Light Lorries

This Removable Maxi-Cushion Tyres is built on a removable tyre rim. It is as easy to apply and take off as a pneumatic.

It gives protection that cuts repair expense; extra mileage that reduces the cost-per-tyres-mile and ton mile.

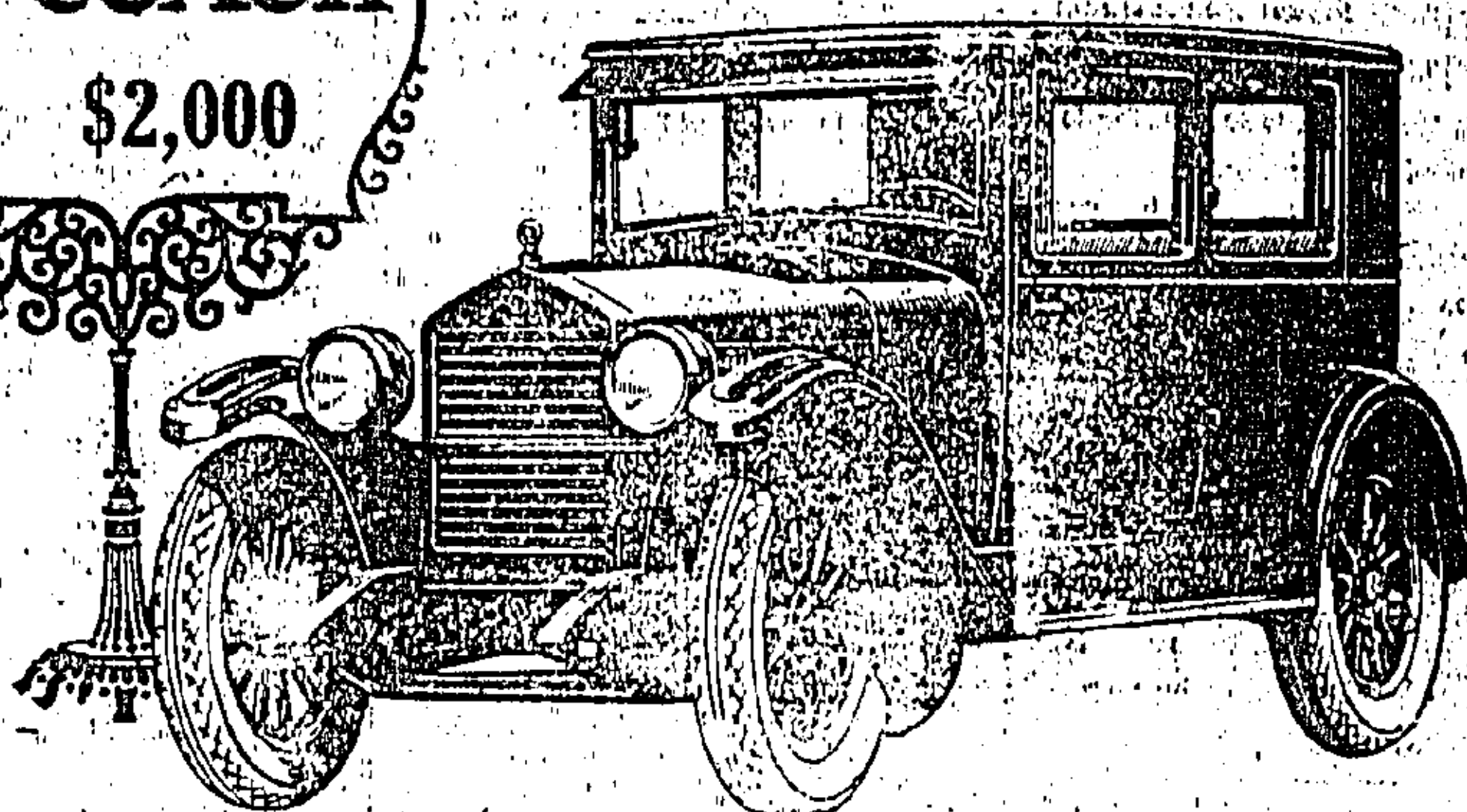
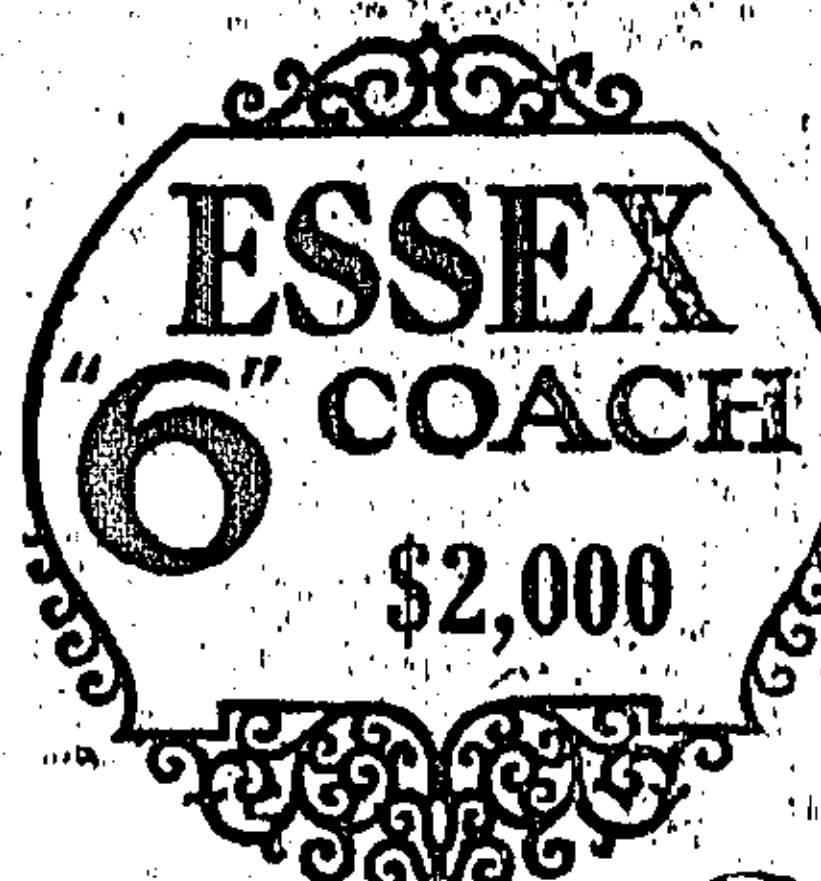
It gives to Ford and other light lorries the resiliency approaching the pneumatic tyre—with the endurance of the solid tyre. Punctures, blowouts, rim cuts and other tyre troubles are eliminated with R. M. C. Tyres.

Firestone

R.M.C. [REMOVABLE MAXI-CUSHION] TYRE

THE DRAGON MOTOR CAR CO. LTD.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C 1246 or 1247

MOST MILES PER DOLLAR



Built on the Famous Super-Six Patents

STANDARD	PARTICULARS	SPECIAL
\$2,000	Essex Light Six Coach	\$2,200
\$2,000	Essex Light Six Touring	\$2,200
\$3,000	Hudson Super Six Coach	\$3,200
\$3,000	Hudson Super Six Touring	\$3,200
\$3,600	Hudson Super Six Brougham	\$3,800
\$4,000	Hudson Super Six Sedan	\$4,200

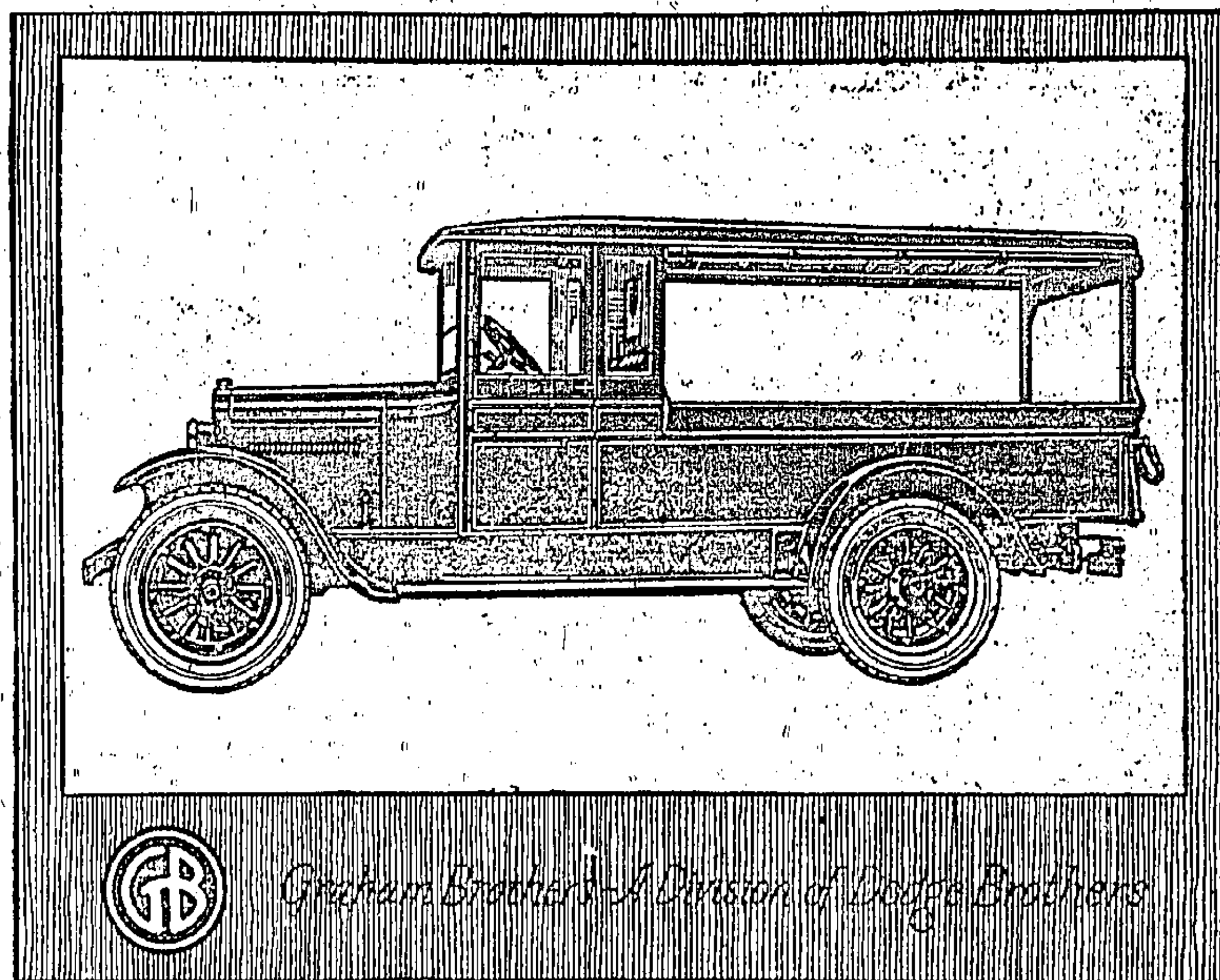
This is a year of "Sixes." Trend is more irrefutable than ever. Hudson Essex are the largest selling "Sixes." And today they are lower in price, finer in quality, greater in value. In ten years of value leadership Hudson Super-Six performance, quality and price have never been so outstanding. And in all advantages of design, workmanship and materials Hudson and Essex are alike. Thousands turning from "Fours" find the Essex Six in price, appearance, quality and performance the car of greater appeal. And Hudson, among higher priced cars, has no rival in value of sale.

HUDSON - ESSEX

World's Largest Selling "Sixes"

THE DRAGON MOTOR CAR CO., LTD.

33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247



GRAHAM BROTHERS (MBM) LOW 1-1/2 TON MOTOR TRUCKS.

Present f.o.b. factory prices in U.S. Gold Dollars of the chassis only and of the complete trucks, i.e., chassis with cab and body, are as shown below:

Chassis only.....	G\$1,295
Express Body Truck complete.....	G\$1,515
Farm Body Truck complete.....	G\$1,535
Stake Body Truck complete.....	G\$1,535
Canopy Body Truck complete.....	G\$1,550
Stock Rack Body Truck complete.....	G\$1,550
Sorensen Side Canopy Body Truck complete.....	G\$1,585
Panel Side Canopy Body Truck complete.....	G\$1,595
Canopy Body Type with Carryall Seats.....	G\$1,605
Tank Body Truck complete (400-gallons capacity).....	G\$1,830
Hydraulic Hoist Dump Body Truck complete.....	G\$1,885

Delivered prices in local currency, together with complete specifications on request.

When you buy a Graham Brothers Truck you have your choice of the largest line of standard bodies in the industry. Whatever your requirements may be, Graham Brothers can supply you at minimum cost.

THE DRAGON MOTOR CAR CO. LTD.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE

WEEKLY MOTOR WANTS

NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement," THE HONGKONG TELEGRAPH. The charge is 50 cents for 30 words, 2 cents for every additional word. Terms Cash with order. Advertisements must be received by noon on Thursday preceding publication. Box Numbers supplied when required, but replies must be called for at this office.

FOR SALE

NEW HUDSON.—1926, 4.9 h.p. Semi-Sports Model just arrived. Special introductory offer for this splendid machine. See special advertisement elsewhere in this Supplement.

MATCHLESS.—Motor Cycle 347 C. C. Side valves, 1925 model, electric light, speedometer log shields. Mileage 300 only. \$400. Apply Box No. 1494 c/o "Hongkong Telegraph."

HARLEY.—Sports, model complete with electric lighting set, speedometer, etc., in good condition, price reasonable. May be seen by arrangement. Box No. 1490 c/o "Hongkong Telegraph."

FOR SALE.—2-ton Truck chassis. 6-cylinder engine of 40 H.P., R.A.C. Rating. Only \$3,000 for quick cash sale. Box No. 1474 Hongkong Telegraph.

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. On view at Dragon Garage, Happy Valley.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473 Hongkong Telegraph.

BUYERS' GUIDE

MOTOR CARS

AUSTIN.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.
AUBURN.—Universal Auto Supply Co., Asiatic Bldg. C. 4915.
BUICK.—Hongkong & Kowloon Taxi Cab Co., Ltd. 33 Des Voeux Rd. C. 1036.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C. 4759.
DODGE BROS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ESSEX.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
FORD.—Andrew Harper, 6 Queen's Road. C. 4395.
G. W. K.—Gilman & Co., Ltd., H. K. Bank Bldg. Tel. C. 290.
HUDSON.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
LINCOLN.—Andrew Harper, 6 Queen's Road. C. 4395.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PACKARD.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C. 4759.
SINGER.—Gilman & Co., Ltd., H.K. Bank Bldg. Tel. C. 290.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.
STANDARD.—Alex. Ross & Co. (China) Ltd. Bank of China Bldg. C. 2487.

MOTOR TRUCKS

DENNIS.—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C. 2487.
FORD.—Andrew Harper, 6 Queen's Road. C. 4759.
FORDSON TRACTOR.—Andrew Harper, 6 Queen's Road. C. 4759.
GRAHAM BROTHERS.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Rd. Happy Valley. C. 1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
THORNYCROFT.—Hongkong Hotel Garage, Queen's Road. C. 4759.

MOTOR CYCLES

A. J. S.—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C. 2487.
B. S. A.—The Sincere Co., Ltd. Des Voeux Road. C. 1067.
DOUGLAS.—Alex. Ross & Co. (China), Ltd. Bank of China Bldg. C. 2487.
HARLEY-DAVIDSON.—The Gascon Motor Co. 2, Kwong Wah Road, Kowloon. K. 1242.
INDIAN.—Alex. Ross & Co., (China) Ltd. Bank of China Bldg. C. 2487.
MATCHLESS.—Hongkong Hotel Garage, Queen's Road. C. 4759.
PUCH.—Leysec China Co., Ltd. Bank of Canton Bldg. C. 1221.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
RALEIGH.—Kowloon Motor Cycle Exchange. K. 655. (Day or Night.)
TRIUMPH.—Alex. Ross & Co., (China) Ltd., Bank of China Bldg. C. 2487.

TYRES AND ACCESSORIES

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
DUNLOP TYRES.—Dunlop Rubber Co., Hotel Annexe Bldg. C. 4554.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd. 33 Wong Nei Chung Road, Happy Valley. C. 1247.
GOOD YEAR TYRES.—Alex. Ross & Co., (China) Ltd., Bank of China Bldg. C. 2487.
MICHELIN TYRES.—Europe-Asia Trading Co., Pedder Building. C. 3438.
MICHELIN TYRES.—John Gibbs & Co., Bank of Canton Bldg. C. 704.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C. 4759.

World Leadership justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

1-Ton Chassis—DB. ... \$ 975
 1-Ton Chassis—CB. ... 1845
 1-Ton Low Chassis—DB. ... 1305
 1-Ton, 150" Chassis—FB. ... 1215
 1-Ton, 150" Low Chassis—LB. ... 1365
 1-Ton, 120" Chassis—MB. ... 1415
 2-Ton Chassis—DB. ... 1575

f.o.b. Detroit

This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

The Dragon Motor Car Co., Ltd.

33 Wong Nei Chung Road, Happy Valley
 Telephone C. 1246 or 1247

GRAHAM BROTHERS

Sold by DODGE BROTHERS
 DEALERS EVERYWHERE

The 9/20 h.p. ROVER Car - 1926

DEMONSTRATIONS OF THE SPECIAL COLONIAL MODEL BY ARRANGEMENT WITH THE HONGKONG

— AND —

KOWLOON TAXI CAB Co., Ltd.

— TEL. C. 1036 —

33-35 Des Voeux Road,

HONGKONG.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages—
 10% Off Motor Car Insurance
 5% Off Gasoline Bill
 Free Legal Advice.
 Free Mechanical Advice
 Associate Membership of the R. A. C. and A. A. A. London.

All Communications for Membership etc. to

MR. P. M. HODGSON,
 Hon. Secretary,

Bank of China Building

DOUGLAS.

That Good Cycle!

TO ARRIVE SHORTLY

Alex. Ross & Co. (China), Limited.

Bank of China Building.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

SPARK-PLUG POINT GAPS.

Do you realize that every time a thin spark, tiny particles of metal are torn off its spark points by the electrical discharge? Minute by minute this loss of metal at each electrode of ignition current, the million and a half sparks which are required in each one thousand miles of driving, represent a measurable wear away of the points.

This wearing away of the metal between which the spark passes, gradually increases the distance through which the discharge has to pass until finally the gap becomes too wide for the electrical pressure of the coil to arc across and the spark fails to occur.

The more highly the gas to be ignited is compressed, the greater is the difficulty of sparking across a given gap and with an excessively wide point separation, missing is most likely to occur when the throttle is wide open and compression pressure is at its greatest. Missing at full throttle is often due to spark plugs, the points of which have worn away until their gaps are too wide and hard starting on magneto current sometimes arises from the same cause.

It is necessary every few thousand miles to readjust spark plug points to a gap of about 0.031 or about one thirty second of an inch. This can be done by bending the point which is fastened to the shell of the plug and not by bending the centre point, for fear of injuring the porcelain insulation.

FAULTY FUEL FEED

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Question:—The engine of my car is hard to start and the carburetor floods. When it is started it runs for a while and then the carburetor will suck dry, but will fill again after a time. I put in a new carburetor and a new vacuum-tank, but this trouble still persists. What is the cause and remedy?

Answer:—With a new carburetor and vacuum-tank, both supposedly in perfect condition, the most probable causes of your fuel feed trouble are: The stopping up of the air-vent hole in the main tank, which is usually in the filter cap. This will render

the action of the vacuum-tank imperfect or even entirely prevent it. Obstructions or air-leaks in the pipe from the main tank to the vacuum tank. You had better test the connections for tightness and prove that the pipe is free by blowing through it.

WATER ENTERS CRANKCASE

Question:—My new 1926 car has been driven but 200 miles. After 100 miles of usage the engine oil-level was up to the "full" mark and now it is considerably above this point, indicating an addition of at least two quarts of liquid, although no oil has been supplied. What is the cause of this and what should be done?

Answer:—Probably there is a leak of water from the engine jackets down some of the cylinder bores into the crankcase and this accounts for the rise of the liquid level in the oil-pan. You had better draw off some of the oil, through the drain-rock into a glass vessel and see if this is not partly or wholly water instead of oil. If this proves to be the case, we suggest that you immediately take the car back to the concern which sold it to and ask that they correct the defect, which is very likely in the cylinder-head gasket. Possibly tightening of the cylinder head may be all that is required. Escape of unvaporized gasoline down past the pistons sometimes raises the oil level, but seldom to the extent you describe.

GEAR SHIFTING TROUBLE

Question. I have lately been having trouble in shifting from low to second speed, when my car is moving at more than five or six miles per hour. When going downhill, it is necessary almost to stop in order to make the shift. Why is this and what can be done to overcome this trouble?

Answer:—It may be that your clutch does not fully release or something else is wrong that causes it to be driven member to "spin" after the pedal is pushed forward. If you can expose the clutch or gears to view you can readily tell whether they come to rest as soon as they should, after clutch release. Not knowing the make of your car we do not know whether there is any form of clutch-brake to slow down the driven clutch member, at release, but if there is such a brake, you may find that it needs adjustment to make it more promptly. This trouble should not be serious, as there is not much occasion to shift from low to second at speeds above five miles per hour. In fact it is better not to speed the car more than this amount on low gear as a five mile speed is well within the lower range of second speed operation.

AUTOMOBILES DECLASSE.

Automobiles have failed to establish themselves as vehicles of aristocracy and royalty in Japan. It is reported that the Japanese Imperial Household has determined that the stately and aristocratic horses and carriages must be preserved. Although there are a great number of automobiles in Tokyo, 17 beautifully decorated carriages will be built this year.

London, April 17.—"Bakewellians" is the title London Truth has conferred on those who continue to preclaim from the house-tops that Bacon wrote Shakespearean plays. Brigadier General S. A. E. Hickson is the latest writer to produce a book designed to prove that Bacon, and no other could have written the famous attributed to the poet of the Avon.

General Hickson not only claims the Shakespeare plays for Bacon, but also the work of Marlowe and other contemporary English dramatists. He is even willing to accept the opinion of a German professor that Bacon wrote Cervantes' "Don Quixote." General Hickson calls his book "The Prince of Poets and Most Illustrious of Philosophers." He accepts the theory that Bacon was really the Prince of Wales, son of Queen Elizabeth, and because of his high social position dared not acknowledge the authorship of practically all the masterpieces produced during the Elizabethan era.

Jos Sarkis on his 5.48 H.P. O.H.V. Raleigh

7 First
5 Seconds
2 Thirds.
Fastest Time,
AND THE
Blue Riband
OF
South Africa.

"The finest performances ever put up by one make of Motor-cycle in South Africa."

RALEIGH

Solos from \$445. Combinations \$675.

Including Lucas Magdyno Electric Lighting.
Complete, ready for the road.

Ask for Demonstration at
MOTOR CYCLE EXCHANGE,
Coronation Road, KOWLOON.

DUNLOP.

Wherever you travel you can get the tyre by which all other tyres are judged. Remember DUNLOP is more than a name—it's a reputation. It stands for perfection in tyre manufacture.

Be Sure It Says
MADE IN ENGLAND
On Your Tyres.

Local Distributors
HONGKONG HOTEL GARAGE.
Tel. C. 4759.

Local Branch Office:
16a, Des Voeux Rd. C.
Tel. C. 4554.

Studebaker

PRICE REDUCTION, 1st MAY, 1928.
HONGKONG NETT CASH PRICES

STANDARD SIX	
Duplex-Phaeton	H. K. \$2,650
Duplex-Roadster	2,600
Sports-Roadster	2,990
Country Club Coupe	2,990
Coach (2-Door)	2,760
Sedan (Wool Trim)	2,990
Sedan (Broad Clot)	3,200
Berline	3,350

SPECIAL SIX	
Coach (2-Door)	H. K. \$3,350
Brougham	3,900

BIG SIX 120" WHEELBASE	
Duplex-Sports-Phaeton	H. K. \$3,650
Duplex-Roadster	3,450
Sports-Roadster	3,780
Club Coupe	3,800
Sedan	4,350
Berline	4,520

BIG SIX 127" WHEELBASE	
Duplex-Phaeton	H. K. \$4,075
Brougham	4,775
Sedan	4,900
Berline	5,075

(Prices subject to change without notice)

PRICES INCLUDE DELIVERY IN HONGKONG OR KOWLOON

All models have balloon tyres, disc wheels, A-wheel, hydraulic brakes, windshield wiper, mirror, tools, etc., etc.

THE HONGKONG HOTEL GARAGE
(The Hongkong & Shanghai Hotel, Ltd.)

Car Sales and Accessories (C. 4759) Service and Parts (C. 4602)

MORRIS

PRICE REDUCTION 1st May, 1926

Cars

PRICE REDUCTION 1st May, 1926

MORRIS-COWLEY 11.9 H.P. 4-WHEEL BRAKE MODEL

		New Prices	Old Prices
ROADSTER	2 SEATER	£ 212	£ 223
OCCASIONAL	4 SEATER	222	233
TOURING	4 SEATER	234	246
COUPE	4 SEATER	250	265
SALOON	4 SEATER	290	305

MORRIS-OXFORD 13.9 H.P. 4-WHEEL BRAKE MODEL

		New Prices	Old Prices
ROADSTER	2 SEATER	£ 285	£ 300
TOURING	4-5 SEATER	305	320
3/4 COUPE	2 SEATER	355	375
CABRIOLET	4-5 SEATER	390	410
SALOON	4-5 SEATER	410	430
LANDAULET	4-5 SEATER	420	440

OWN ONE OF THESE

Economy Cars—Improved at Reduced Prices.
BACKED UP BY LOCAL REPAIR & PARTS SERVICE.

THE HONGKONG HOT L GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

CAR SALES } Phone C 4759 SERVICE }
& ACCESSORIES } PARTS } Phone C 4602

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS
FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

1st Floor, Pedder Building, 12, Pedder Street.

Ask for the

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK

ATTENTION

FORD OWNERS

Arrangements have now been
completed whereby Ford Owners

are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road Central ... Tel. C.4895.
Chatham Road, Hunghom... Tel. K.1216.

EMPIRE ROADS.
DEVELOPMENT IN EAST
AFRICA.

As communications are the very lifeblood of East and Central Africa, it is very satisfactory to be able to state that there will soon be a main, dry weather, motor road stretching from Livingstone and the Victoria Falls, in Southern Rhodesia, right up to Mongalla, in the Sudan. The great north road will run from Livingstone, along the railway line to Broken Hill, where it will join the military road to Abercorn, and thence via Fife to Mbozi, Igale (a few miles from Tukuyu), Iringa, Dodoma, Arusha, Nairobi, Mbale, Seroti, and Mongalla.

ENORMOUS GAS
WASTE.

Dr. James F. Norris, president of the American Chemical Society says that the gasoline waste caused by inefficient motor engines is a crime. He declares that automobile carburetors are "throwing gas away" at the rate of millions of dollars a year.

The great eastern road runs from Lusaka, south of Abercorn, to Fort Jameson on the Nyasaland border, and the third road from Broken Hill to Bwana Mkubwa on the Congo border, where it will eventually swing northwards to Mwinilunga on the Portuguese West Africa border.

TRAFFIC LAWS.

MUST BE POPULAR.

"Traffic regulations which the public regards as unreasonable and obnoxious cannot be enforced, no matter how many policemen are put on the streets."

Dr. John A. Harriss of New York has this to say during a visit in Washington. And Dr. Harriss should come as near to knowing as any one man. For eight years he was deputy police commissioner of New York City. One of his accomplishments was to devise the Fifth Avenue traffic towers with their red and green flashes for stop and go, which have been copied throughout the country.

"So long as the public regards traffic regulations a sort of agreement for the benefit of all, there will be enforcement," Dr. Harriss says. "Beyond that point, it serves no purpose to increase fines and give jail sentences. People will not abide by the traffic rules and will take pride in evading them."

"Two years ago in New York on a 20-minute parking limit we were issuing 1100, summons a day. That meant more than 30,000 a month, and all those people were against the police on traffic rules. We raised the parking limit to an hour. There was no more congestion than before, and I do not believe people parked any longer. But we virtually eliminated that source of summons, and of antagonism."

The city of the future, with its increased volume of motor traffic, with its increased volume of motor traffic, has been for years a particular object of study by Dr. Harriss.

"The saturation point for automobiles will be about twice the present number," Dr. Harriss believes.

"There will be 40,000,000 cars where to-day there are 20,000,000. This means the capacity of city streets and rural highways will have to be doubled. Obviously, the cities must be redesigned and decentralised."

"Simply cutting new streets through a city will not relieve congestion. The new streets will be lined with shops and offices which will draw heavier traffic there and defeat their purpose."

"The answer to the traffic problem for cities is express traffic ways. These must be developed into, real super-streets. They would have outer roadways for local traffic inside ways for high speed through traffic. Intersecting streets would go under or over the super-street without interfering with its current."

"A uniform solution to traffic problems cannot be laid out, because conditions everywhere are different. In many cities there is not enough traffic to justify the methods which are necessary in a metropolis. The regulations in each place should be as few and simple as possible, so the people can realize they are for their own benefit. Then the regulations will produce a smooth and orderly result."

MAINE ROAD WORK.

More than \$50,000,000 has been expended by the state and towns of Maine since 1913 for the construction and maintenance of state highways, state aid highways and bridges. Plans for 1926 call for the construction of a little more than 100 miles of new state highway and the reconstruction of about 22 miles of old state highway.

CHEAP CARS STOLEN.

Low-priced cars were favoured by auto thieves in Montreal, Canada, during the past year. One popular make heads the list of stolen autos with a number more than all other makes together. Thieves stole 1225 autos in this city during 1925.

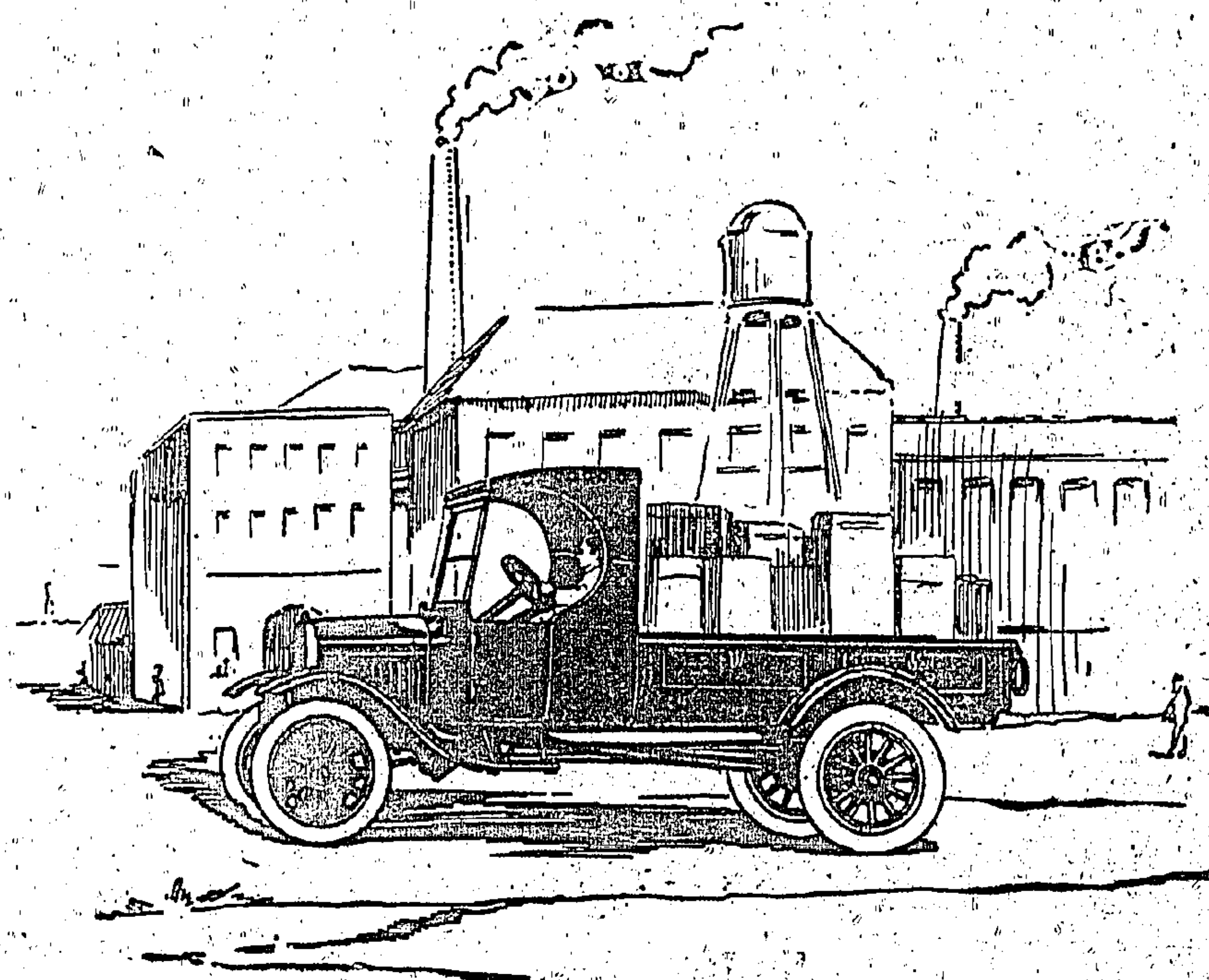
THE TRUCK CHASSIS

Delivered in Kowloon,

H.K. \$970.00

Bodies Built to Order

(Self-Starter H.K. \$125.00 extra).



Years of Service Given By Ford Trucks

Long after the first cost is written off Ford trucks continue to perform efficient service. There are dozens of these sturdy veterans in China, still operating after years of use and showing little signs of age. Because the Ford truck is so strong and will stand such a lot of hard usage, it is the ideal truck for China.

LET US GIVE YOU A DEMONSTRATION

Andrew Harper

Chatham Road, Hunghom, Kowloon: 6, Queen's Road, Central, Hongkong.

Telephones:— C.4895 and K.1216.

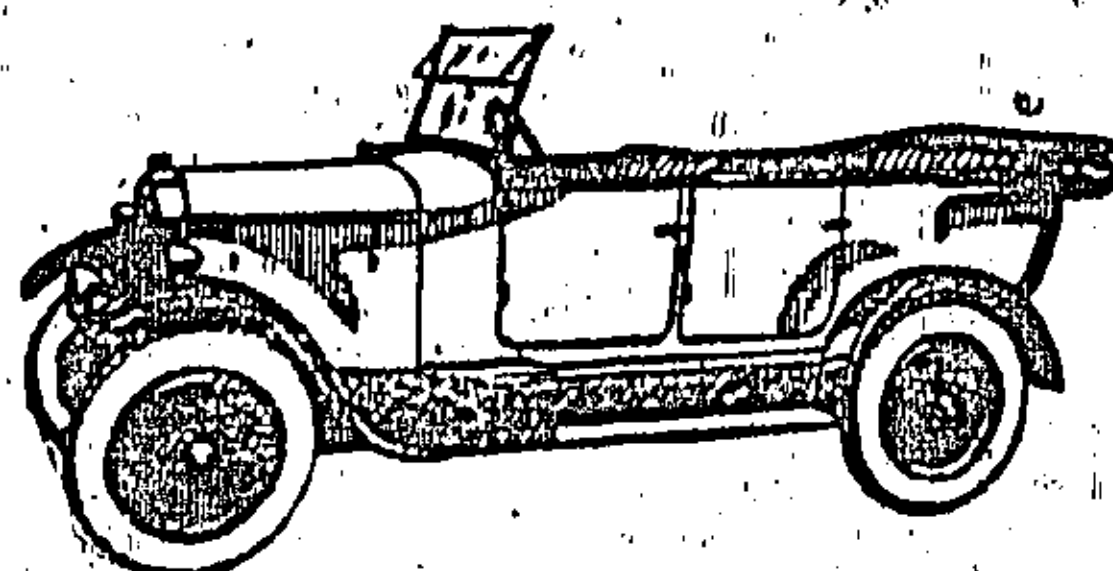
Ford Motor Company

Detroit, U.S.A.

19 SINGER 26

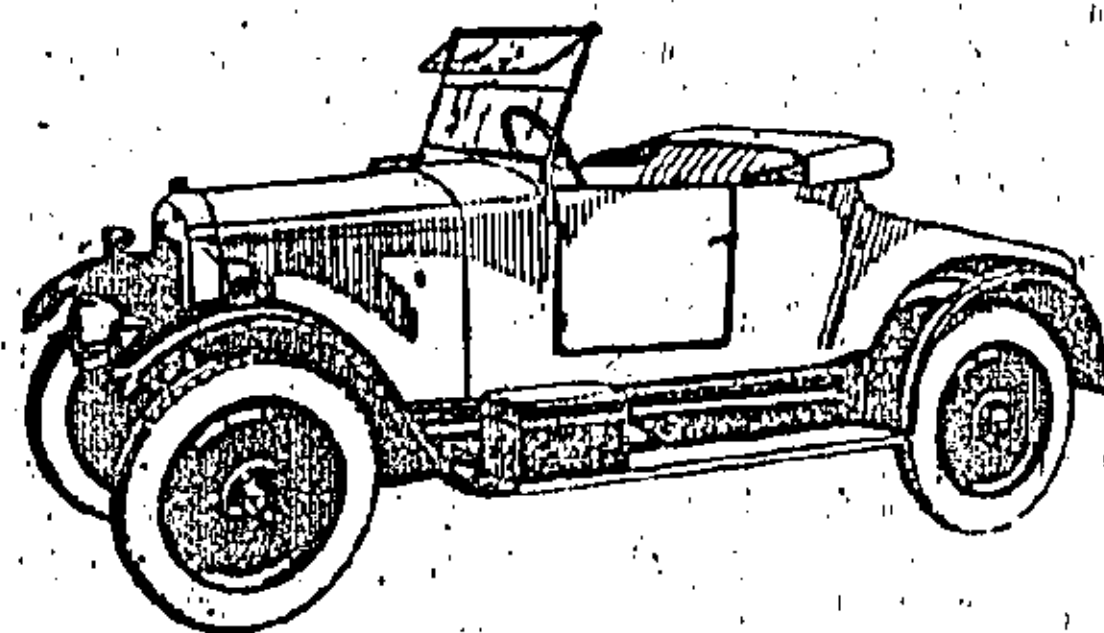
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
£265.0.0.

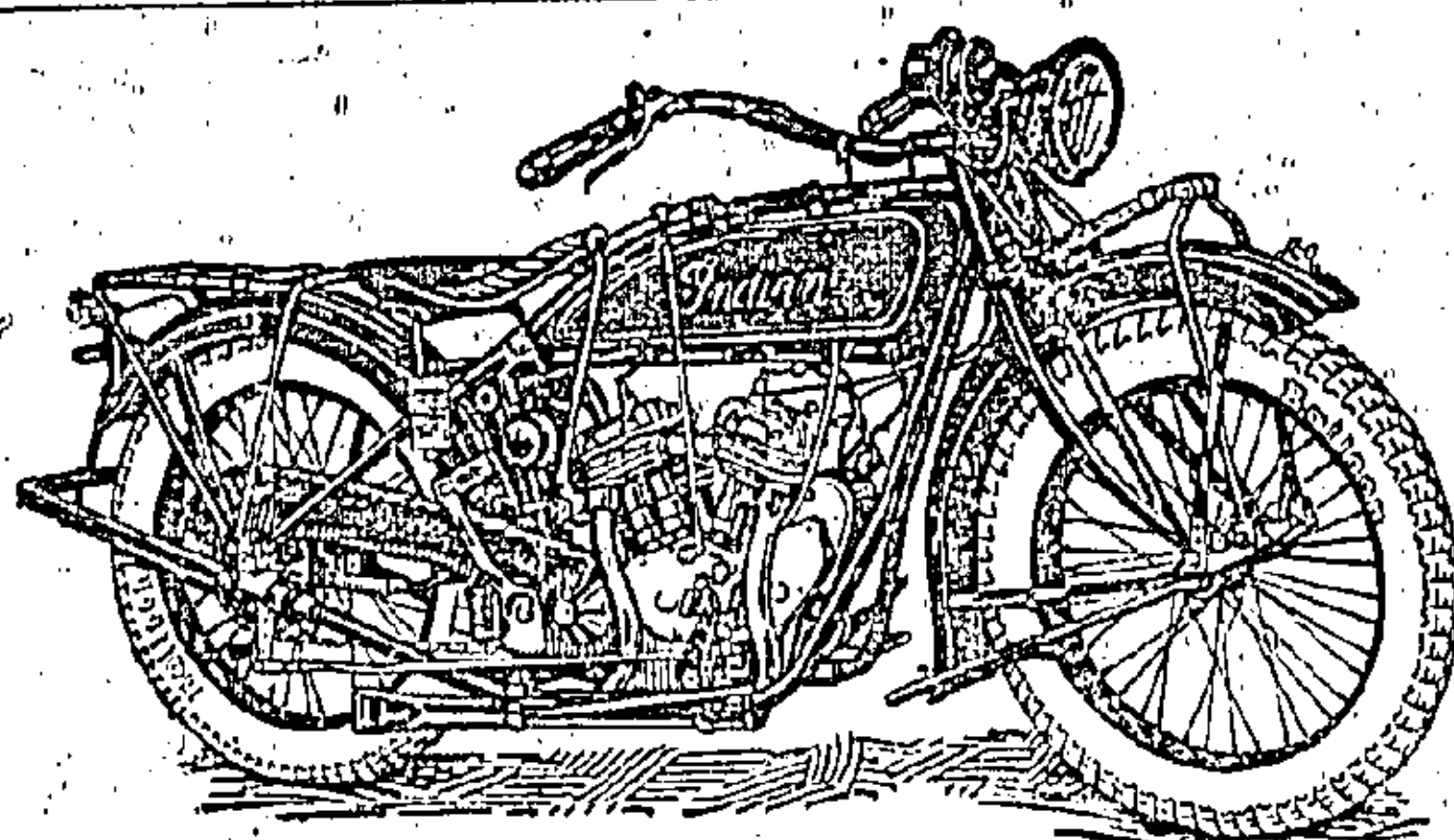
British Throughout



TWO SEATER "DE LUXE"
£265.0.0.

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to:—
GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

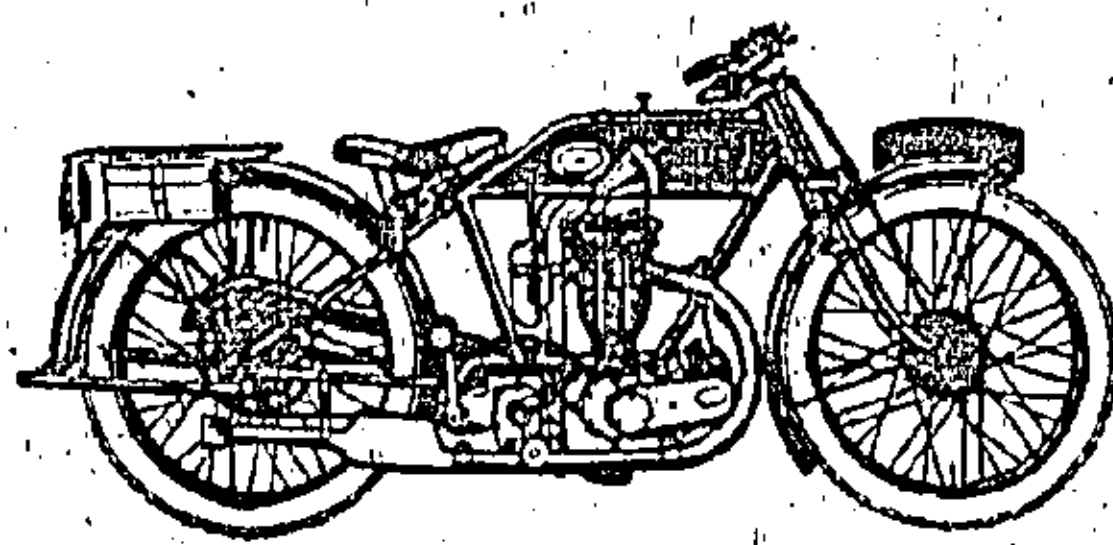
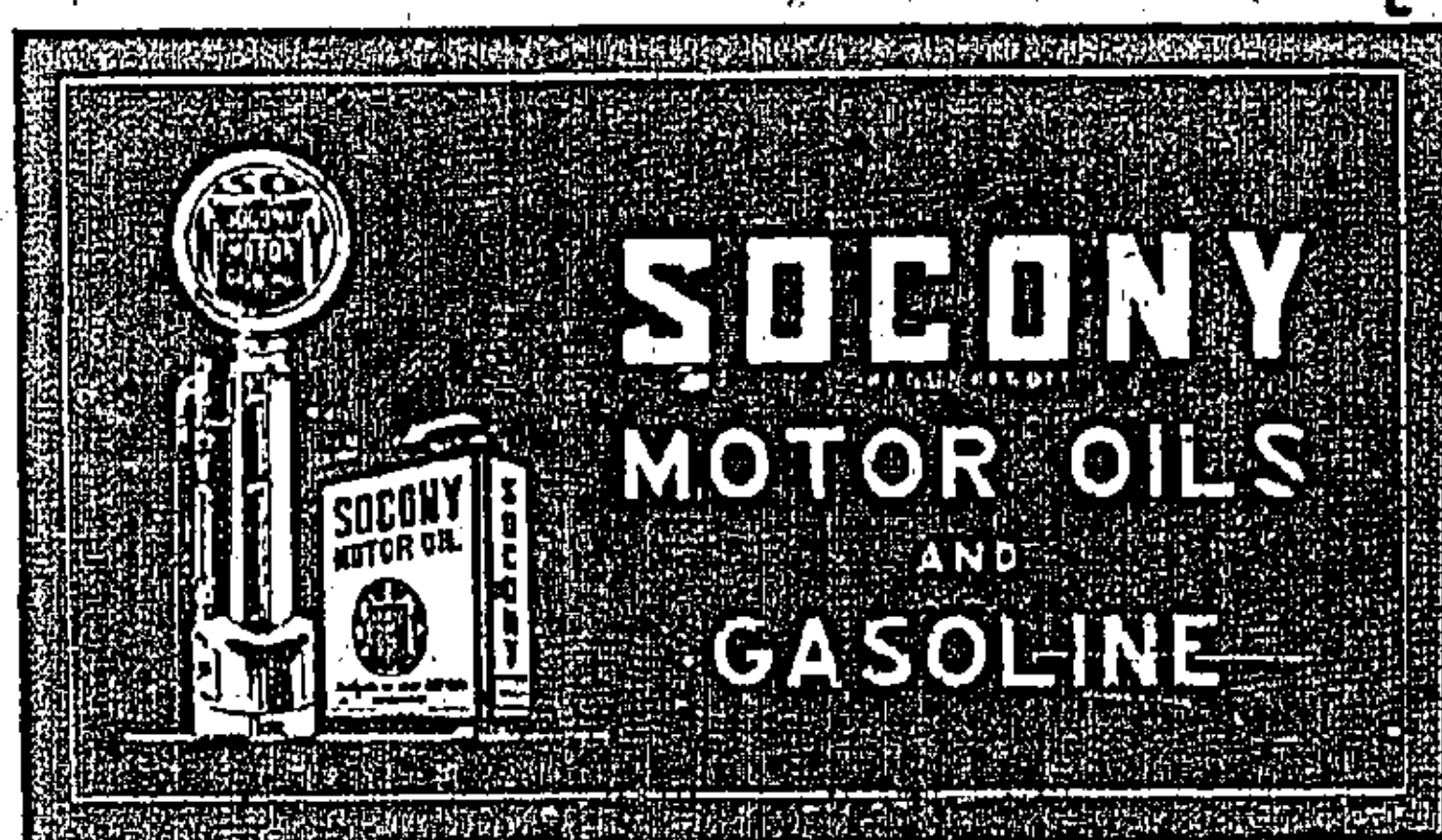


INDIAN

Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

ALEX. ROSS & CO. (China), LTD.
Bank of China Building, and 1A, Chater Road.



A. J. S.

Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

ALEX. ROSS & CO. (CHINA), LTD.
Bank of China Building and 1A, Chater Road.

USE OF STEEL.

IMPORTANCE TO AUTO INDUSTRY

Consumption of steel in the United States far surpasses that of any other country in the world. So widespread has become the use of steel that few individuals realize what a vital part it plays in their daily lives.

The present method of steel making originated at Wyandotte, Mich., U.S.A. at the door of Detroit the hub of the automotive industry. Patrick Kelly, a metallurgist of the period following the Civil War, conceived the formula by which iron ore, mixed with lime stone and other ingredients, in a specially constructed furnace, produced an unusually firm grade of metal known as steel. This metal withstood greater shocks than the iron of other days and was destined to revolutionize the iron making industry in general.

Kelly's early operations in steel making were somewhat crude and the output limited. News of this achievement soon reached other sections of the world. A man named Bessemer, then engaged in iron manufacture in England, seized upon Patrick Kelly's idea and had it patented, which Kelly had failed to do. Bessemer at once began improvements in the style of furnace and soon England, was leading the world in the manufacture of this new metal. England for many years also led the world in the manufacture of steel products, especially in fine cutlery and machine parts.

But this grasp of the steel industry was challenged in the early '90's with formation of the United States Steel Corporation. Steel making in the United States had been growing steadily before the formation of this gigantic corporation, but John W. Gates and others who had seen the vast possibilities in production and lowering of manufacturing costs in bringing together the various steel making units, set about to assemble these properties under one management and control.

Engineering brains of the United States were not slow in determining the worth of steel in more general use. It rapidly began supplanting the use of wood in building, marine construction, railroad equipment, office furniture and, with the advent of the automotive industry, its use became much more general.

The use of steel in building construction permitted of more stability, greater and roomier buildings with a minimum of fire hazard. In marine circles the wooden type of vessel gave way to one of steel and today the amount of wood in such vessels whether on the Great Lakes or the high seas, is almost negligible.

Railroad equipment gave way to steel constructed passenger coaches and freight cars. The use of steel permitted larger cars, thus permitting greater loads with an accompanying increase in revenue with the same motive power. Very few business offices or counting rooms are complete today without the use of steel furniture and filing cabinets as a protection of records in case of fire.

Although with the advent of the automotive industry the use of steel entered upon a new era it was not until 12 years ago that its use as a safety factor in the manufacture of bodies was undertaken by Dodge Brothers, Inc., who startled the automotive engineering world by making complete all steel body for touring cars.

The public at once saw the advantage of this move. Dodge Brothers experimented further and five years ago achieved an even more remarkable goal—steel bodies for closed cars.

Today Dodge Brother motor Cars of every type are equipped with all steel bodies, giving maximum safety to passengers and clearer road vision through the use of narrow pillars. Steel has supplanted wood throughout in the manufacture of these bodies. Dodge Brothers example, it is hoped by the motoring public, will soon be adopted by the industry as a whole, as safety is today an issue of the utmost importance.

TRANSPORT.

INCREASE AT HOME.

In an address given recently to the County Councils Association, Colonel Wilfrid Ashley, the Minister of Transport, mentioned that 4,000 new vehicles, presumably motor vehicles, were coming on to the road each week. The statement as reported is vague enough to be alarming. If this increase is meant to apply to every week in the year, then we have a total of over 200,000 new vehicles on the road, which is alarming because our roads are not yet fitted to take up all this traffic, nor are our traffic regulations modern enough to keep all this mass within control. If the addition applies only to six months of the year the result, from this point of view, is still bad enough. We are adding a big mass of traffic to a volume already large without taking any measures to provide for safe and reasonable driving.

Experiences dating no farther back than the Easter holidays confirm the impression that traffic and traffic regulations need modernising. How, for example, is the driver of a car, or a vehicle capable of a good speed, to notify his approach to a driver of a flat lorry laden with milkcans? The rattling of the cans drowns the best of horns, and unless the driver of the lorry keeps a special lookout he can only be aware of an overtaking vehicle at the moment it pushes its nose past him. The situation is not exaggerated; it happens often on country roads, and almost invariably the noisier vehicle carries no driving mirror. Almost as bad is the cab-enclosed industrial vehicle; here, too, the noise of the machine, the rattles and the bumps, drown the signals of an overtaking car or faster lorry, with the result that the overtaking driver has to swing perilously close to the ditch to make safe his passing. If the road happens to be crowded, the trouble is cumulative; all vehicles, oncoming and following, feel the effect of these few minutes when the two vehicles

primarily involved are taking up pretty well at the road space. Given that there is a "thruster" among the crowd of vehicles converging on this spot, and the chances of an accident are increased.

Vehicles which are peculiarly noisy, as one carrying milk cans or empty barrels or iron sheets or plates, should be specially provided with safeguards. Drivers of such vehicles should be more than usually alert, for they are in effect deaf drivers, and it should be compulsory for them to carry mirrors. Not all vehicles, not all cars, are so equipped, and this at a time when road conditions demand the use of some such device. And given that a mirror is carried, and used, drivers should be taught when and how to signal another vehicle to pass them.

Is it not enough to leave plenty of road room; an equally sound condition is that there should be room ahead and that no signal should be given unless the driver sees that the road ahead is clear. Yet what too frequently happens is that a driver will pull on one side when nearing a bend and give the signal to pass, regardless of what may be approaching round the bend. The old motorist will refuse to shoot ahead unless he is certain that the way is clear; experience tells him that it is unwise to trust merely to the signal he receives in these circumstances.

If we are going to have this rapid growth in the numbers of road vehicles, common sense dictates that those who operate them should know at least the elements of road practice, and should not, through ignorance, even though there is goodwill, involve others in risk. Some time or other—this year, next year, sometime—we are going to have new and modernised regulations. They have, we understand, been framed and are about ready for presentation to Parliament when a convenient opportunity comes along.

But meanwhile all these thousands of newcomers are adding to the congestion of the road. Many of them come inexperienced and so are in themselves a source of peril. The road is becoming more

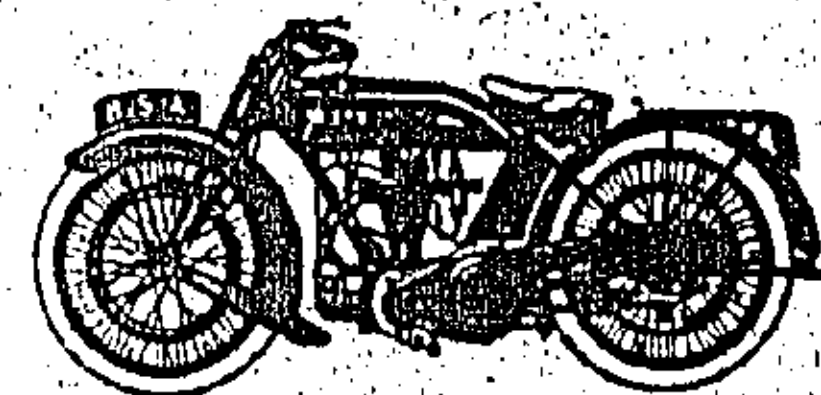
AUTO COST SMALL.

Only 5 cents of the average wage and income dollar of American workers during 1925 went for motor vehicles, according to estimates made by the National Automobile Dealers' Association. This is compared to 6 cents which went for pleasure resorts, not including theatres and similar amusements.

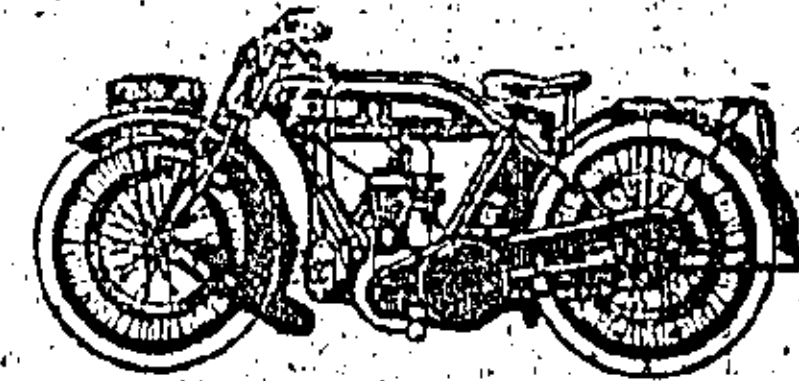
and more congested, yet we fail to deal with a situation out of which accident after accident is emerging. For their own sakes it is high time all motor-vehicle owners demanded that reform should come. (Daily Chronicle.)

Paris.—Over 10,000 doctors' prescriptions in which cocaine and other drugs are included have been seized during the last few days at certain chemists' shops. They bear the names of about twenty different doctors, and have been issued to patients in all classes of society. The examining magistrate who has the inquiry in hand will hear the doctors concerned before deciding whether action against them is to be taken. The wife of one doctor, who has already been arrested for dealing in drugs, declares that the blank forms of the prescriptions were stolen from his surgery.

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TO-DAY'S HOTEL MEETING.

(Continued from Page 1).

strike which occurred towards the end of the second quarter of last year; nevertheless, I am pleased to state that we were enabled to carry on the essential services of our establishments; and in fact the Hongkong Hotel, due to its central position, was called upon to supply more meals per day than would have been the case in normal times—although I must add, *en passant*, that little or no profit accrued to the Company in this respect, our primary object, as a semi-public utility undertaking having been to meet the needs of the community at rates as reasonable as possible in the exceptional circumstances then obtaining. Towards the end of the year the new native staffs which had been secured had to some extent been trained in the requirements of our various departments, and, generally speaking, the business of our hotels in Hongkong was running smoothly.

Our new garage at Happy Valley, Ho' shing, was completed and put into service in June, 1925, and has proved a profitable adjunct to the Company's business. The new wing to our Repulse Bay Hotels was completed and opened in December last, and proved a very distinct boon in view of the disastrous fire which occurred in the Hongkong Hotel on the first day of 1926.

THE FIRE.

It is with the most profound regret I have to record in connection with the Hongkong Hotel fire that Able Seaman E. E. Batchelor, of H. M. S. Hawkins, lost his life whilst assisting to subdue the outbreak. It is the intention of your Board to erect in a suitable position, in the reconstructed north block of the Hongkong Hotel, a memorial tablet recording this sad event. To the officers and men of the Navy and Army, to the Fire Brigade and to all the many persons who so readily rendered service on that occasion the Company is deeply grateful.

Whilst on the subject of the Hongkong Hotel fire, I should inform you that the Company's cover in the matter of insurance (as to building and contents and also as to rentals) was such as to amply safeguard your interest. The settlement effected with the Insurance Company resulted in a cash payment of over fourteen lakhs, of which some three and a half lakhs represented payment in respect of rentals during reconstruction.

The damaged portions of the Hongkong Hotel are now in process of demolition to an extent necessary in order to permit reconstruction in such manner as to make provision for a ground floor containing a larger lounge space than heretofore, a first modern Grill Room together with adequate space for dining and dancing, and two floors of bedrooms on modern lines rendering a greater degree of service and comfort than has heretofore been possible. The total cost of such reconstruction, including furnishing, etc., is conservatively estimated at \$500,000. The work of reconstruction will be in the hands of Messrs. Palmer and Turner, and I am confident you will be fully satisfied with the result, more especially having in mind that due to the utilisation of the existing foundations and main outer walls, reconstruction can be expedited and considerable economy in building effected. On completion, we shall be in a better position than heretofore to meet the growing needs of our clientele; furthermore, we shall be able to render to the residents of our Peninsula Hotel at Kowloon facilities in the matter of dining in town, which would have been impossible in the old establishment.

The south block of the Hongkong Hotel has been reconducted, and is now complete and self-contained, although naturally offering limited residential accommodation as compared with the capacity of the former building. Revisions in the Company's accounts consequent upon the fire are not embodied in the figures before you, bearing in mind that the conflagration, having occurred on the 1st January, financial adjustments pertaining thereto will be effected in the accounts for the current year.

SALE OF KALEE HOTEL.

There is one other important matter to which I should refer, but which also does not affect the Company's accounts until the current year, and that is the re-

POLAR FLIGHT.

THRILLING FEAT BY PILOT.

London, May 28.

The four American aviators who recently participated in the North Polar flight were entertained at luncheon by the Royal Aero Club of London.

In responding to the toast of the health of the fliers, Lieut. Commander Byrd told how the pilot Bennett saved both their lives by walking out on the wings of the aeroplane when they were flying over the Arctic at a height of 7,000 feet, and unscrewing the cap which relieved the oil pressure and prevented the engines from failing. He said they had the sun all the way to the pole which was most fortunate because he did not think the flight to the pole would have been possible without the sun. It was absolutely impossible to reach the North Pole by using the magnetic compass alone. The polar sea was a waste of snow and ice and there was no life as far as they could see. When they were about one hour from the pole, he was scared to notice the oil tank leaking, but they decided to carry on and cut out the motor affected. They found the plane would fly on two motors. When they reached the pole they shook hands, smiled, took calculations and returned.—*Reuter*.

LEAGUE COUNCIL.

REPORTED CHANGE IN BRAZIL'S ATTITUDE.

Paris, May 28.

The Temps from Geneva, understands that Brazil has decided not to veto the allotment of a permanent seat on the League Council to Germany in the event of Brazil not obtaining a similar seat, and that Brazil accepts Viscount Cecil's scheme of the re-organisation of the Council.—*Reuter*.

cont sale of the Kalee Hotel, Shanghai. The price realised was Tls. 926,300 net to the Company, thus showing a profit of approximately \$370,000 over and above the book valuation without depleting the Land and Building Reserve. Delivery of the Kalee Hotel is to be made on the 1st December next, thus affording ample time for arrangements to be made for the accommodation elsewhere of the present residents in that establishment.

APPRECIATED SERVICES.

Before concluding my remarks, I desire to place on record our appreciation to Mr. J. Scott Harston for his practical help and advice at all times but more particularly during the first quarter of this year. To your Manager, Mr. Hawker, great credit is due for the able manner in which he has conducted the business of the Company covering one of the most difficult periods of its history when a series of unfortunate occurrences precluded me from taking an active part in the conduct of the affairs of your undertaking. To the members of our European and Chinese staffs, and particularly to those of the latter who remained loyal during the period of labour disaffection, I cannot pay adequate tribute. I have no hesitation in saying that without the conscientious application of our personnel in Hongkong and Shanghai our accounts for the year 1925 could not possibly have shown the results before you, which your Board cannot but regard as satisfactory, in the light of the vicissitudes through which we have passed, and you may rest assured that every channel has been explored with a view to effecting economies without impairing the earning powers of the business.

It is a matter of extreme regret to your Board that on this occasion they are unable to recommend the declaration of a dividend. However, in view of the unsettled conditions of these times, it is in the circumstances deemed prudent not to pay a dividend for 1925 but rather to strengthen the resources of the Company by retaining the profits in the business.

The Chairman also stated that since the issue of the notice convening the meeting, he had received a letter from Mr. Shewan conveying his resignation as a Director, owing to reasons of business. Mr. Taggart took the opportunity, on behalf of the Board, of thanking Mr. Shewan for his services to the Company and their regret that he had decided not to continue to occupy a seat on the Directorate.

FROM POLAR REGIONS.

A MUCH-TRAVELLED POSTCARD.

Some little time ago, a most interesting postcard was received in Hongkong by Messrs. Thorsen and Company. It was posted in Oslo, then called Christiania, on the 21st June 1918, and was taken on board the steamer Maud by Capt. Roald Amundsen on his contemplated drift across the Polar Sea.

The postcard has been stamped twice, the first time on the 13th September, 1918, in northern latitude 17.33, the second time on the 4th August, 1924, in northern latitude 76.51. The drift across the Polar Sea was, however, not successful as the Maud did not succeed in drifting across the North Pole, but the Maud and her crew were absent for seven years, during which time they covered a very large territory and the scientific results of their observations and researches into the unknown regions through which they passed are undoubtedly very valuable.

THE VOLUNTEERS.

NEW ORDER REGARDING COMMANDANT.

An amendment to the Volunteer Ordinance states:—"It shall be lawful for the Governor to entrust the general administration of the Corps to such Officer as he may think fit."

The effect of this Order is to remove an inconsistency which formerly existed between Regulations 3 (10) in the First Schedule to the Volunteer Ordinance, 1920, on the one hand, and, on the other hand, section 2 (a) of the Ordinance and Regulation 5 (8). Regulation 3 (10), which is now rescinded, provided that the administrative commandant should always be the officer commanding the Infantry Battalion. Section 2 (a) and the new Regulation 5 (9), place the appointment in the hands of the Governor.

PORTUGUESE REVOLT.

INSURGENTS MARCHING ON LISBON.

Lisbon, May 28.

Communications with the interior are cut off. The General commanding the insurgents, which include the Eighth Army Division, the Oporto Division and other units, has issued a proclamation which declares that it is his intention to march to Lisbon. The country is reportedly calm.—*Reuter*.

COLONY'S FINANCES.

POSITION AT END OF FEBRUARY.

The financial statement up to the end of February shows that on that date the credit balance was \$8,397,141, as compared with \$8,456,109 at the end of January. The revenue for January and February totalled \$3,206,109, as compared with \$3,524,426 for the same period last year, whilst the expenditure was \$2,923,189, as compared with \$3,318,093 in 1925.

MEXICAN KIDNAPPERS.

ANXIETY FOR AMERICAN CAPTIVES.

Mexico City, May 28.

Spurred by reports that the bandits have set a time-limit for the killing of the three Americans yesterday, if the ransom is not forthcoming, the Government has sent out detachments of troops with orders to exterminate the bandits and rescue the captives.

Two other Americans were captured yesterday in the Tampico oil region, both employed by the British Alaguila Company. The bandits attacked the Company's camp, but the timely arrival of Federal troops forced them to retreat, burning their bridges behind them.—*Reuter's American Service*.

A Memorial Service for the late Hon. Mr. P. N. Holyoak will be held at St. John's Cathedral on Monday next, at 6 p.m.

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"The various manifestations of arthritis." Arthritic glycosuria, certain forms of dermatitis, certain migraines and all manifestations caused by urinary and oxalic intoxication.

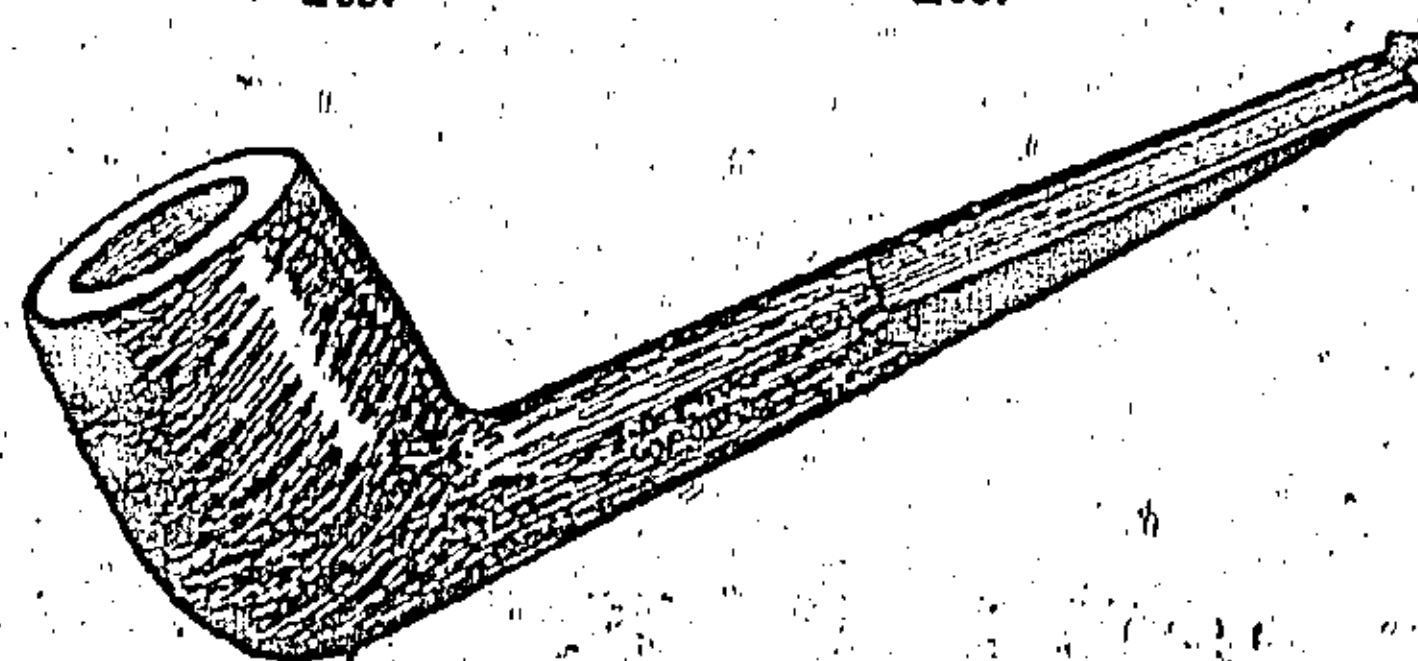
"Infantile arthritis, in particular for children and adolescents of gouty parents." The cure is indicated in cases of "urinary disorders" and troubles of micturition, incontinence, vesical spasm, "biliary troubles" (colic vomit), "affections of the digestive system" associated with biliary insufficiency, gastro-enteritis with constipation, certain forms of dermatitis, migraines.

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WEATHER REPORTS.

BROADCASTING FROM CAPE D'AGUILAR.

In the Government Gazette it is notified that from July 1st, the meteorological observations from various stations in the Far East will be broadcast by Cape d'Agullar (V.P.S.) on a 600 metre spark at 0400 and 1200 G.M.T. and repeated on a 2300 metre wave at 0500 and 1300, respectively. These messages will be followed immediately by the weather reports and forecasts which have hitherto been broadcast at 0500 and 1600 G.M.T.

As it has been found impossible to secure complete synchronism, the morning barometer readings will be reduced approximately to 2200 and the afternoon observations to 0600 G.M.T.

The first four figures of each group will give the barometer reduced to 32° F., sea level, and gravity at 45°. The fifth and

sixth figures the temperature of the air in degrees Fahrenheit, the seventh and eighth the temperature of evaporation, the ninth and tenth the direction of the wind (00=North; 04=East; 08=South; 12=West) the eleventh the force of the wind on the Beaufort scale, 9 meaning 9 or above. The twelfth the weather according to the following code:

1=fine; blue sky or detached clouds.
2=cloudy or overcast.
3=Rain.
4=Fog.
5=Thunderstorm.
Z=no observation.

A list of stations whose meteorological observations are broadcast by Cape d'Agullar is given in the notification.

"Human suffering appeals to the modern girl as much as it did in the past."—Miss R. E. Darbyshire, matron of University College Hospital, at the Congress of the Incorporated Association of Hospital Officers in London.

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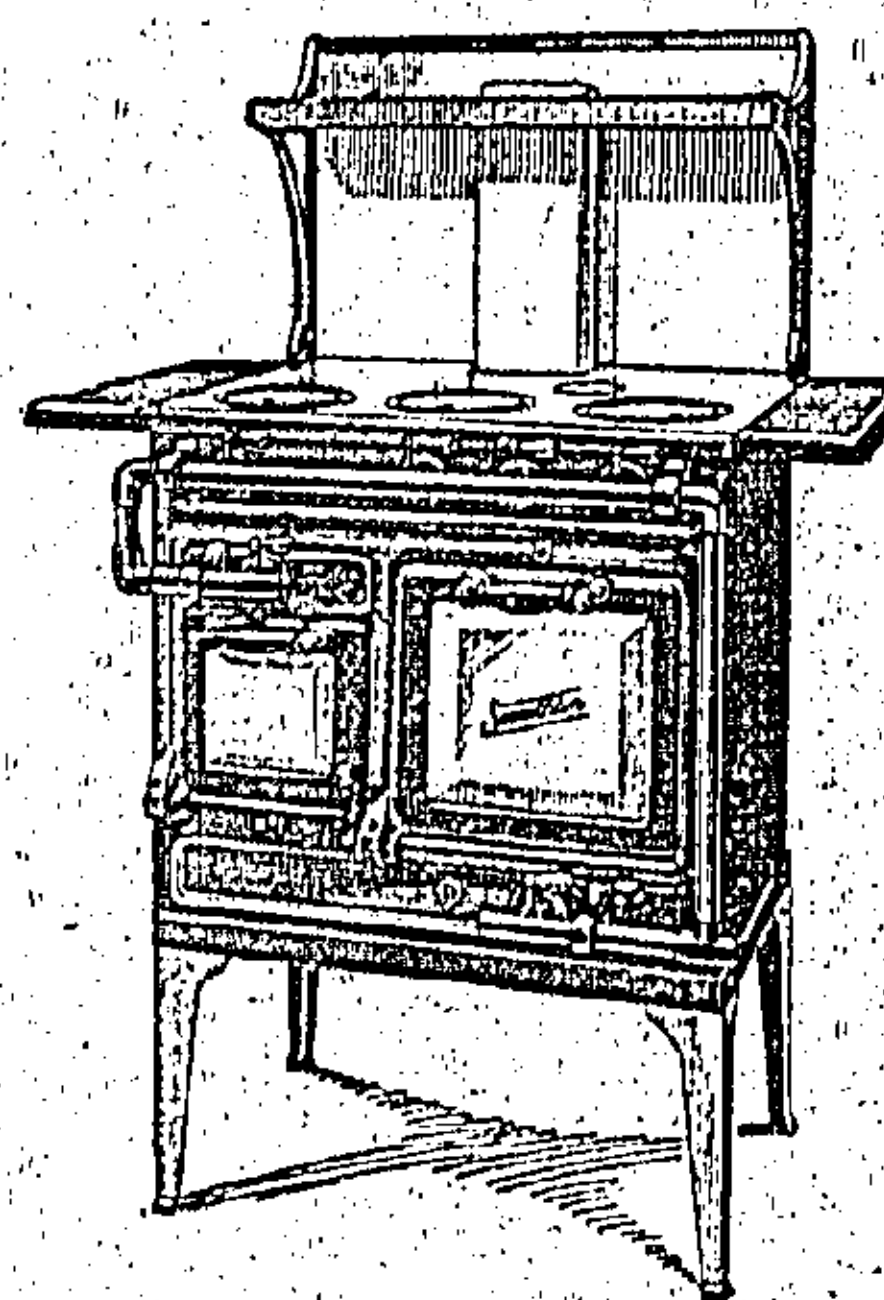
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STAR THEATRE TROUBLE.

(Continued from Page 7.)

Towards the end of your evidence you said you applied for a summons on May 7. Why did you take a summons out against the three boys?—Because Miss Sequeira had taken a summons out against me.

Was the motive revenge?—No. Just because Miss Sequeira took a summons against you, you thought you would take a summons against the three boys?—Yes, because I was assaulted by them.

They must have been making a lot of noise in the lavatory to have attracted your attention?—Yes the voices were very loud.

Were they screaming?—Yes. They were screaming and shouting. They must have had some words before coming to grips.

Continuing, witness said that the noise would have attracted the attention of any ordinary person. Witness agreed that if the three boys had come immediately after him the first thing they would see would be witness struggling with some ladies.

"Brutally Assaulted."

Mr. McCallum: Are you surprised that they should touch you?—They brutally assaulted me.

Now, come, Mr. Gill. Are you surprised that they touched you?—Touched me in that way?

Well if they had just laid a gentle hand on you would you have been surprised?—They should have separated the three of us and not have struck me in that manner.

Mr. McCallum questioned Mr. Gill about the assault and after some time received the answer that Barros and M. Prata were seen to have committed the assault. P. Prata was present, but witness could not say whether he had struck him as he had been attacked from the rear.

Mr. McCallum: I suppose you thought a regiment of soldiers or Police had come and attacked you?—A regiment of soldiers? I did not know where I was.

You were very lucky to escape uninjured?—I was very lucky.

Did you get any bruises?—No. I felt pains in my body.

Did you lose any blood?—No.

Did you walk without support?—My wife was at my side and assisted me. I was a little shaky.

Did you strike the boys at all?—No.

Did you threaten them in any way?—No.

Not a Fighting Man.

It would be outside the ordinary course of your nature to even remonstrate?—In my state of health I am not a fighting man.

I see your health and your principles would not permit it?—No. I cannot fight.

Witness said that he did not see the Fire Brigade that evening, but had seen from the newspapers that a fire had occurred in Ashley Road on that night.

Mr. McCallum: From your experience of boys of their ages do you think that they would be more interested in the fire or more interested in you and your wife?—They wanted to fight me, especially as they knew that I had been ill recently.

Referring to witness' visit to the bank Mr. McCallum asked: Did Barros say 'Hallo, did you come to give me that hiding you promised me'?—No.

Don't you think it was an aggravation to go and see him at the Bank?—No. I wanted to see the people.

Are not you giving this little incident a complexion which it is not entitled to have?—Witness made no reply to the question.

Are not you making a mountain out of a molehill? (No reply).

You cannot take this incident too seriously?—Too seriously?

It was a gross and aggravated incident?—Yes.

Ticket Collector's Evidence.

The ticket collector of the Theatre stated that he saw Mr. and Mrs. Gill after the performance on April 28. The former's clothes were dirty and untidy and witness brushed them for him. He appeared as if he had been brushing against a wall. He also saw the three boys, who were talking in a very loud tone. They were angry, and when Mr. and Mrs. Gill left the theatre they followed them.

In reply to Mr. McCallum, witness said that Mr. Gill also appeared to be angry. There was quite a crowd of people around at the time.

Mr. A. A. Barros was then called. Examined by Mr. McCallum he said that he had never been involved in any case before.

Mr. McCallum: Then you are equal to Mr. Gill in that.

Continuing, witness said that whilst in the men's lavatory he



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heard a commotion in the ladies' lavatory and on turning the corner of the corridor he saw Miss Sequeira holding Mr. Gill. The latter had an umbrella in his hand and was trying to use it.

Witness separated the two, and then Mrs. Gill started to struggle with Miss Sequeira. They were also separated by witness.

After the incident in the lavatory witness met F. Prata outside the theatre, and the latter told him that a fire had occurred in Ashley Road. The two then went to the scene of the fire.

Witness denied the charges brought against him by Mr. Gill. The case was adjourned till Wednesday afternoon.

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FOR PICNICS



WOMEN'S INTERESTS

FOR PARTIES



EVENING DRESS INSPIRATIONS.

Gold galon loops, very big at the collar, minute at the hem, and graduated all the way down, trimmed a gold tissue coat which was worn over a gorgeous dress of gold and pink brocaded lame.

Silver squares embroidered on pale grey chiffon ensured the success of a simpler gown.

For a girl's first ball, a frock of white georgette tied with long ends at the back just at the shoulder line, with a full skirt, embroidered on each panel with multi-coloured chenille and silver beads.

Clasped at the back of a black tulle frock among the draperies above the waist-line, a true lovers' knot in diamonds.

On the wide skirt of a white tulle frock, big circular motifs in wavy blue chiffon velvet.

Worn over a dress of perfectly plain tangerine satin, a tangerine lace coat.

POUFFE NOVELTIES.

The pouffe makes a pretty addition to both sitting-room and bedroom, and is very popular as a fire-side seat. Two new models manage to combine these features with a usefulness that is a great advantage.

A pouffe intended for the bedroom lifts a lid to disclose a hat box, fitted with wire cones in the usual manner, and large enough to take five hats. It is covered in soft material of artificial silk and is mounted on castors.

The second pouffe is oblong in shape and also fitted with castors, and a spring seat. Inside it has an ingenious arrangement of slats intended for the storage of gramophone records. It will hold 54 of the ten or twelve inch discs.



Paris sends us these three versions of the world's best seller.—The large model with the best position is of Bengal straw in natural colour, trimmed with black satin ribbon beneath and about the crown. From the same modiste

comes the model in the right corner, which is of a black loosely woven straw with black satin ribbon passing through the brim and breaking the monotony of unrelieved straw. The other model which comes in mauve is of finely

plaited hair and straw. Flowers and feathers, flatly and sparingly placed, adorn the one side but do not disturb the chic line or the general severity of outline. Kindly notice that eyebrows and hair generally have passed out of the picture.

SOME NEW SHOES.

Court shoes continue to be most fashionable by day and night; but those who cannot wear them remain faithful to the strap. The newer court designs are longer and give a better grip to the foot. Heels are slightly higher, though often low for wearing out of doors.

Silk kid, one of the spring novelties, is kid treated in such a manner as to present a surface like silk; it takes beautiful pasted dyes. Very often ordinary walking shoes are too heavy with a filmy, light dress, and in silk kid is something resembling an evening shoe but having the substance of a day shoe. Silk kid will not soil or stain; nothing will stick to its shining surface. Silk kid shoes for the evening have lighter soles, and are obviously good for afternoon dances.

White washable kid will have many uses this summer, as the principal material of summer shoes and also as strappings on some of the grey "reptile" shoes such as python. White washable kid shoes with strappings of beige look well, and shoes of this kind will largely take the place of suede shoes. In fact, the fashion for suede shoes has passed, though they are comfortable and easy. The new dressings of kid and "reptile" have taken their place. White lizard is another novelty, and makes perhaps the prettiest of all the new shoes. For ordinary wear, mushroom pink lizard is a good colour, as it goes well with navy blue. There are a good many soft grey shoes—nearly as many as beige; and a pastel grey satin shoe for the house is succeeding the blond satin of other seasons. The best shoes are very little cut away at the sides. The cut suits few feet, but the court shoe with a decorated collar is flattering, and as a trimming is practically the only finish that day shoes have. The tendency is towards simple styles cut on good lines and allowed to dry on well-arched lasts.

For the evening there are satin shoes dyed the colour of the frock and with jewelled heels to match. The jewels in the heels are the exact colour of the satin. Brocades are in the soft-pastel shades and "shadow" patterns which will tone in with the new evening frocks, so that one pair of shoes will go with several dresses. Where narrow straps are worn in these the adjustable tiny paste-

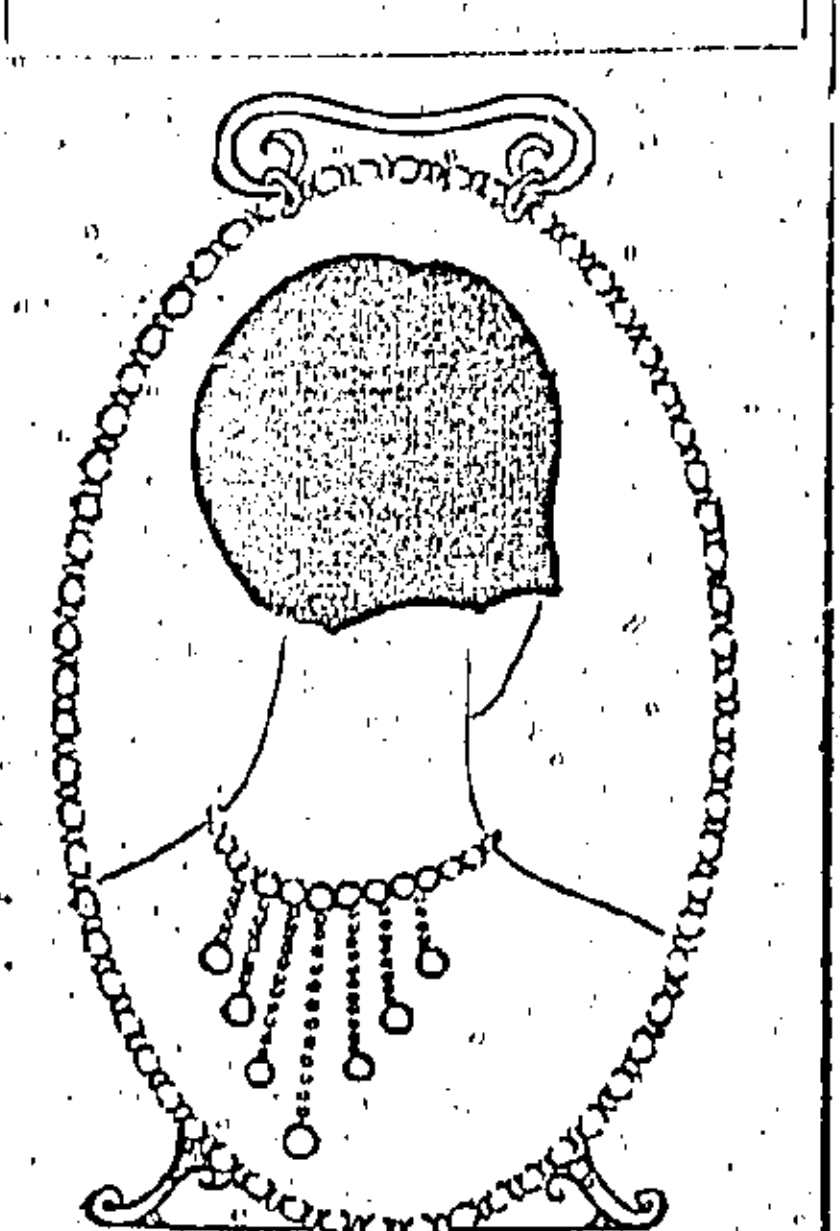
POWDER PUFFS.

Powder puffs for powdering the face have long, slender, lacquered handles of jade or vermillion. Those intended for the hand-bag are enclosed in crepe de Chine handkerchiefs bordered in vivid colours; the colours are repeated in the tiny wooden ends to the silk strings which draw the handkerchiefs together.

Round powder boxes, containing a puff, are hidden beneath the tulle skirts of a pretty china doll.

Cream pots are made in gold, silver, tortoiseshell, ivory, enamel or mother of pearl. Every smart woman carries her cream pot with her as inevitably as her powder puff. Lip stick cases are made to match.

FOR EVENING.



Here is one of the newest necklaces which consists of a choker of large pearls with drops of smaller ones. This type is appropriate to wear with the evening gown which is cut with a very deep V in the back.

buckle is preferred to a jewelled button. Gold and silver kid are also worn and there is as much of the one as the other.

There is no great change in the colour of stockings; pale mauve, however, is worn in the evening, otherwise the evening shades are practically the same as they have been—flesh, pale bois de rose, and silver. By day fawn, pale biscuit, grey, and bois de rose are in demand.

THE NEW LINGERIE.

One of the first essentials for modern lingerie is that it shall be perfectly cut in accordance with the fashionable line. The cami-petticoat or slip, particularly, must be exactly right for the frock to which it is to form a foundation.

Favourite fabrics are crepe de Chine, Milanese silk, triple chiffon, floral voile and lawn. Lace and embroidery are used as trimming; applied flowers are also popular. Nevertheless, plain lingerie in beautiful colours is much approved.

A princess cami-petticoat that is finding favour has a rather long tunic top, short, close-fitting knickers finished with a narrow hem and flared skirt. Pleated petticoats often have pleated bodice caps to match.

Bois de rose, beige, almond pink, lime and peach are favourite colours. White or cream lingerie is always charming, and the women who prefer black may indulge their whim and be in the fashion.

BACK TO "GORGEOUS GEORGES"?

Every woman will fall in love with the newest "dress jacket" that Paris has sent over to London. Utterly different from the manly "dress suit" that has so recently made a bold appearance at dinner and the theatre, the new coats carry us back to the days of Queen Anne and the "Gorgeous Georges."

The gallants of the early seventies wore coats of this style, but Paris has lopped away the collar and presents us with an enchanting little garment of pearl-sewn gold lace.

In the hand a mere wisp of a thing, but put it on, and what a transformation! The long-waisted gown of the moment at once assumes a new silhouette, with "swagger" hips and closely defined waist. A gallant coat indeed!

Gold and silver tissues, narrowly bound with wine and blue and purple velvet, old-world embroideries and hand-painted chiffons are being used to model these fascinating, and often very costly, evening dresses.

THE NEW "FROSTED" PASTELS.

You may be familiar with the shades we have known as "pastels" for so many years, but you will meet with a breath-taking surprise when you first view the "frosted pastels" that are the prime offering of the current fabric season. They are the original soft tints, in themselves beautiful, with a misty bloom over them, a subtle mist, and delicate, and they are yet more subdued than the originals.

At a recent fashion display all the gowns were developed in these newest pastels, and the models were exquisite—more than that, they were beguiling. They seem loveliest in a rather heavy quality of flat crepe—perhaps the delicate loveliness of the shades needs body in the fabric, anyway, the combination was perfect, as presented, and the material was heavy, lustrous, supple flat crepe.

Just for your interest, because the new names that are given colours are a never-ending source of wonder to us all, the nomenclature of some of the shades of frosted rose, blue, grey and green are presented here. Were you to ask for either blush, rose-tint, chardon, blossom or Florida, you would be shown a shade of rose.

A call for chartreuse, parrot, Lucille, everglade verde or peridot would bring you a shade of green, a demand for platinum, mist, moonflower or sea swallow would result in lengths of grey for your visioning, and pensant, horizon, Lido and pompadour would be tones of blue. And all would be listed on the colour card as frosted pastels—one ventures to prophesy real popularity for them.

TO A SILENT WOMAN IN BLACK.

I've watched her for an hour or more,

And yet she hasn't stirred.
I know if I should speak to her
She wouldn't say a word.

She seems as far removed from words

As seaweed on a rock
That's flung beyond the ocean's reach

To listen to it mock.

She wears a black judicial robe.

As though she is so wise

Her only duty's but to judge

Between the truth and lies!



A slim chiffon frock of mauve has taken to itself circular bands of tulle, mauve also for trimming. A half cape of the chiffon drapes over the left arm in graceful fashion and its petal-like end is repeated by circular panels that adorn the right side of the skirt.

Or might her black apparel be
The mourning garb of grief—
The darkened pall of one compelled
To taste the hemlock leaf?

I do not like her waxen face!
Her harried eyes alarm me!
The pathos of her flaming lips
Could never learn to charm me!

Her long, slim hands are tense
and curved
Like cones of golden laughter
That scatter pink cheeked early
Springs

And bitterness thereafter!

She moved at last? I thought she
would!

The woman is myself
That's mirrored in the gilded
frame.

Above the little shelf!
SONIA RUTHELE NOVAK.

A BEAUTIFUL SPANISH STAR.



Raquel Meller, a Spanish Opera singer who is at present making a great hit in America.

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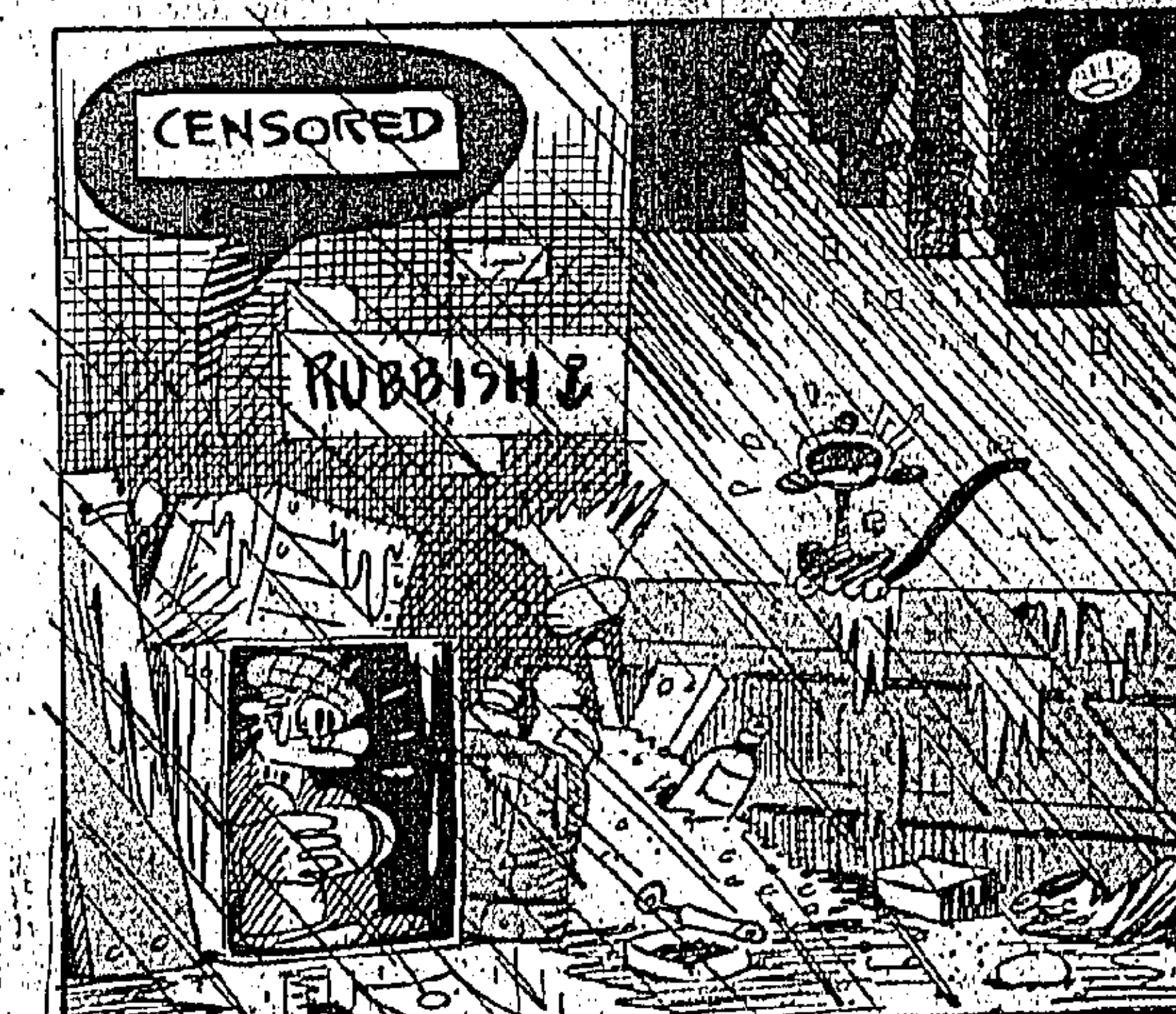
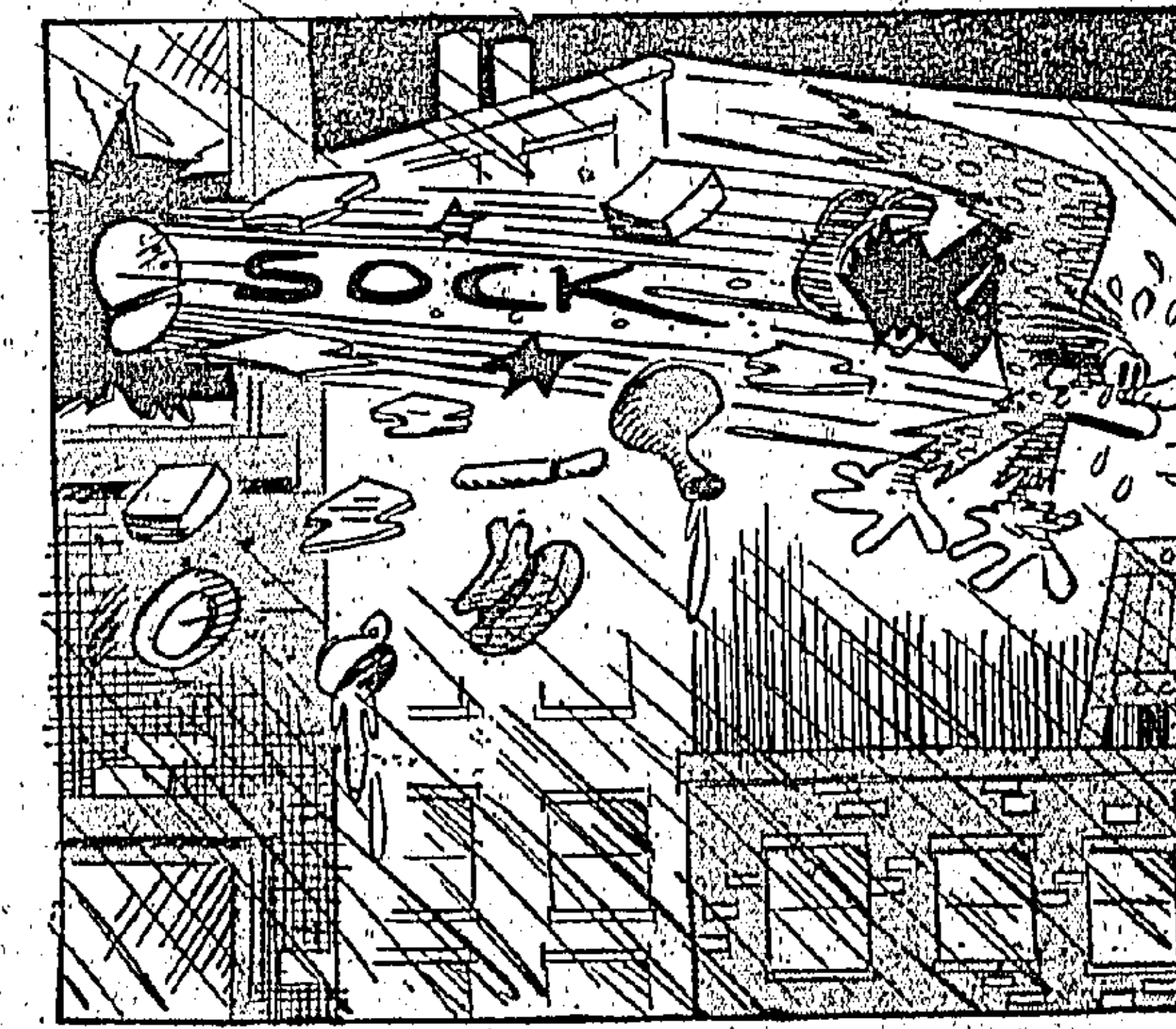
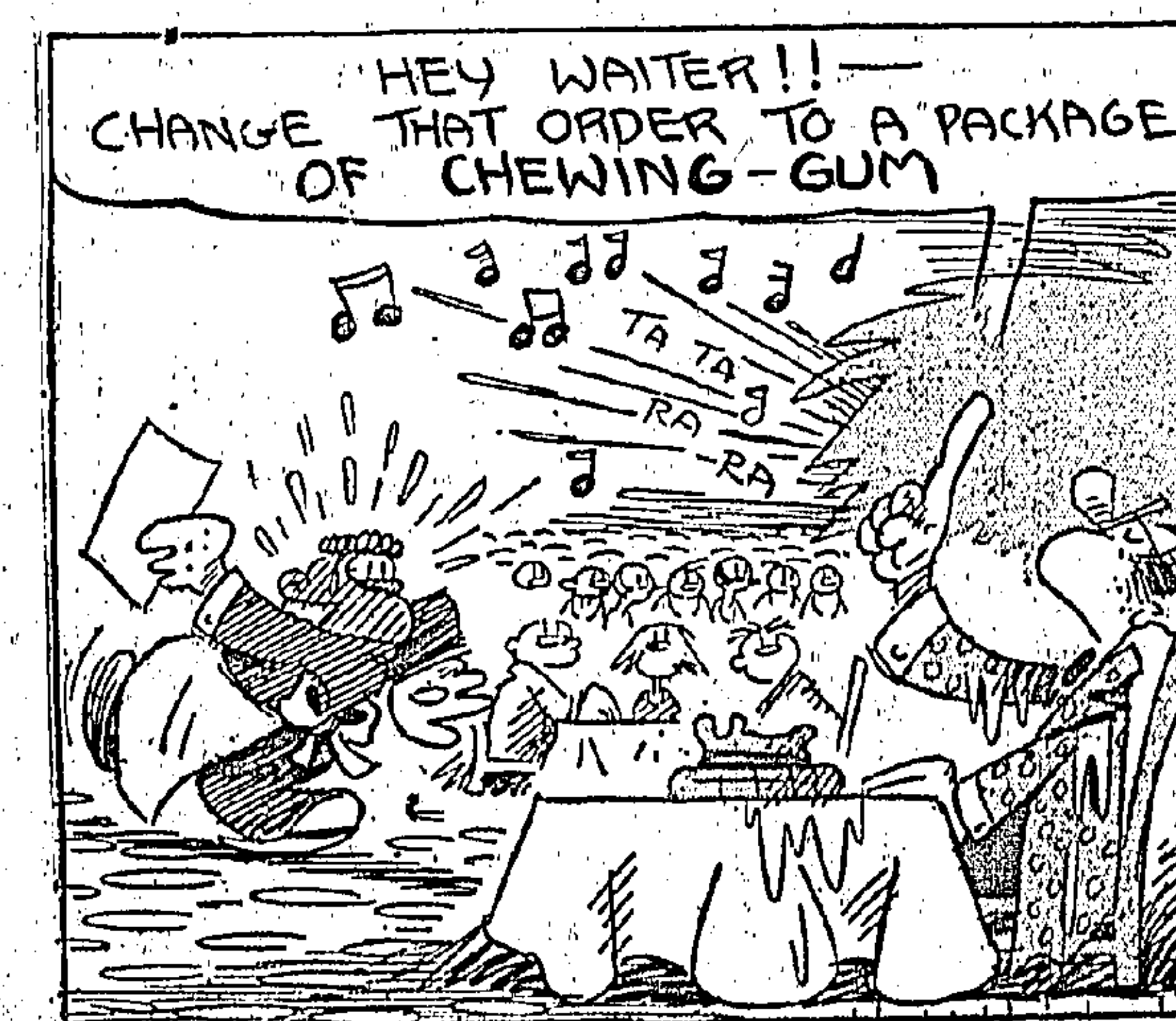
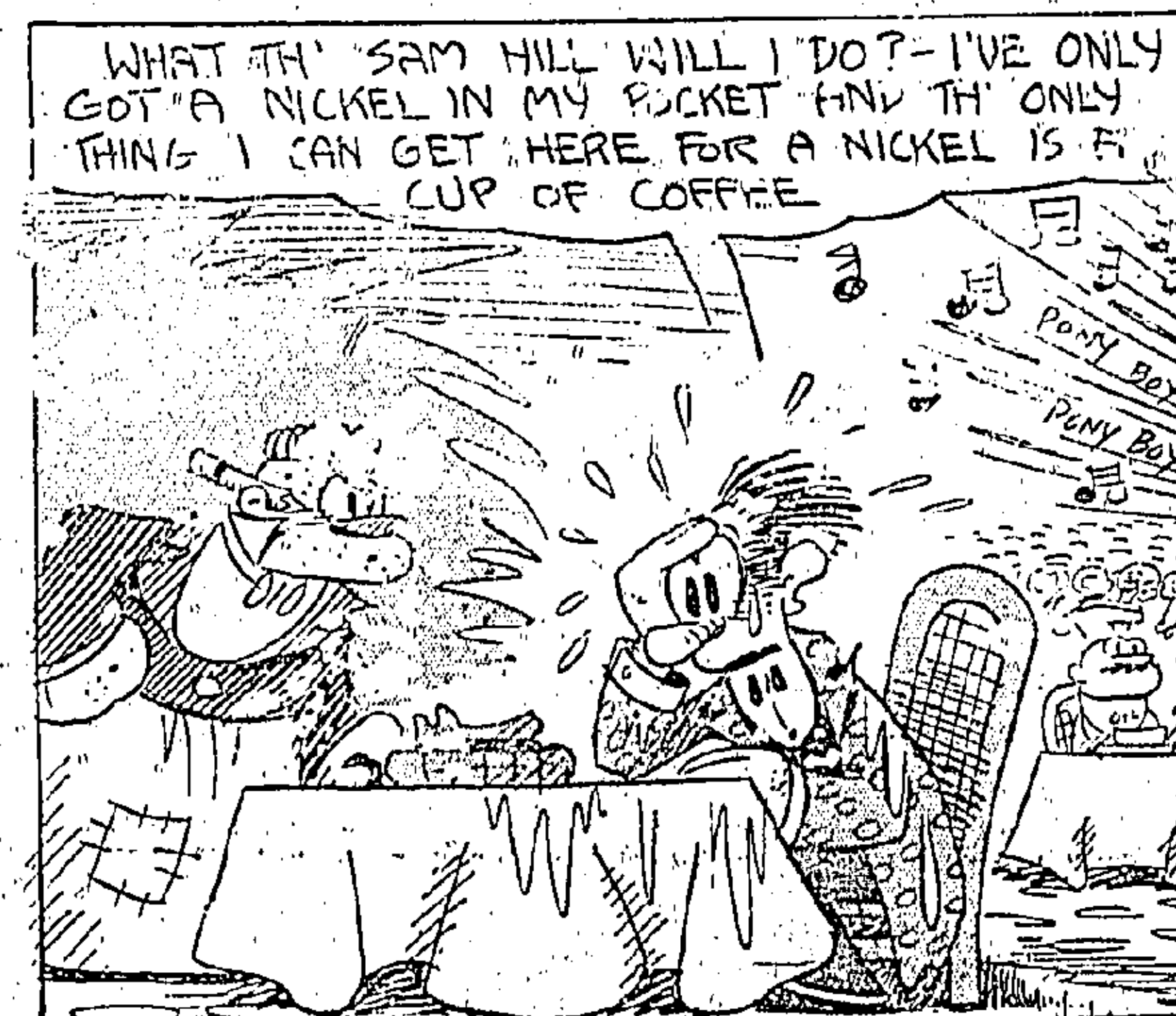
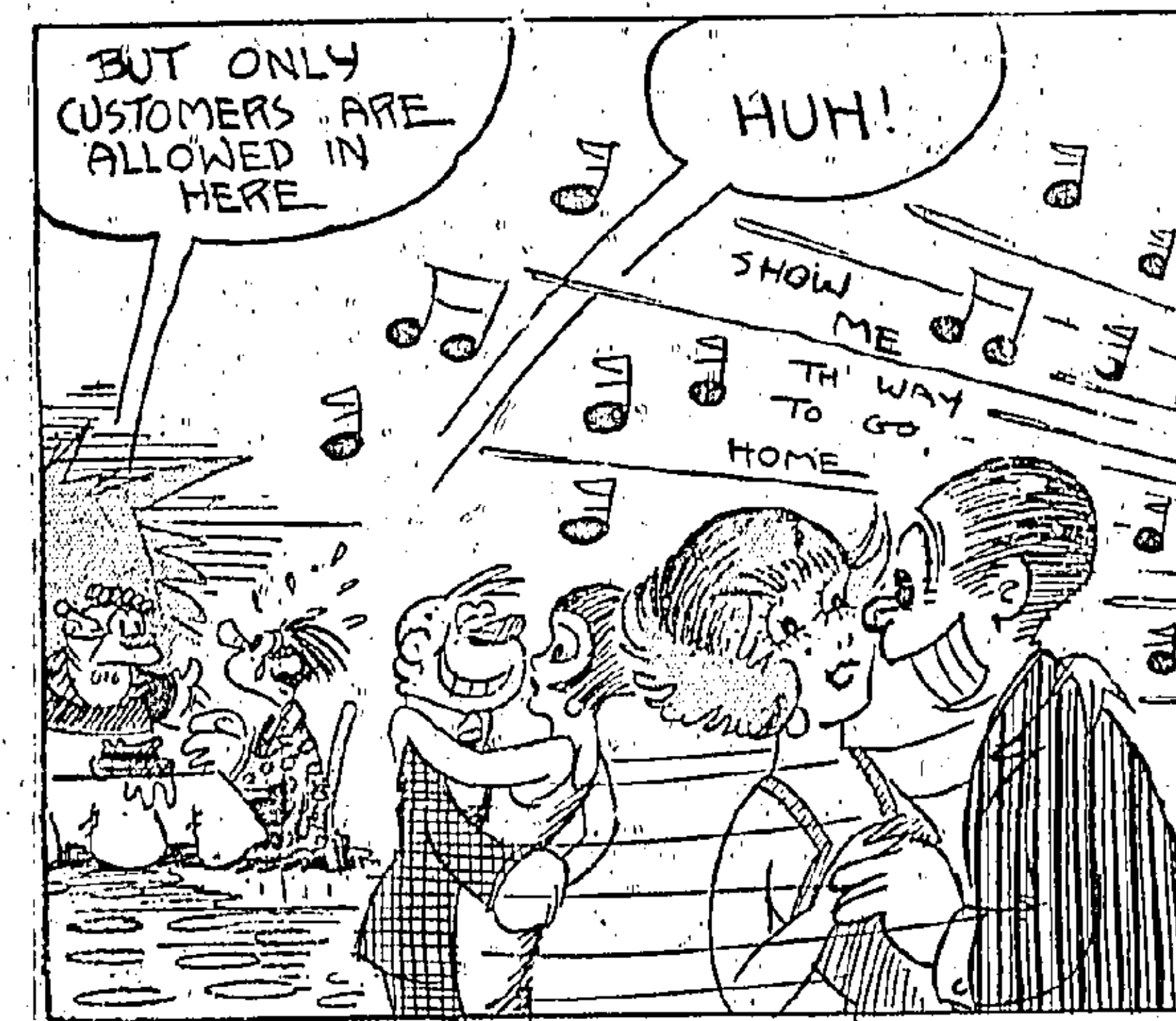
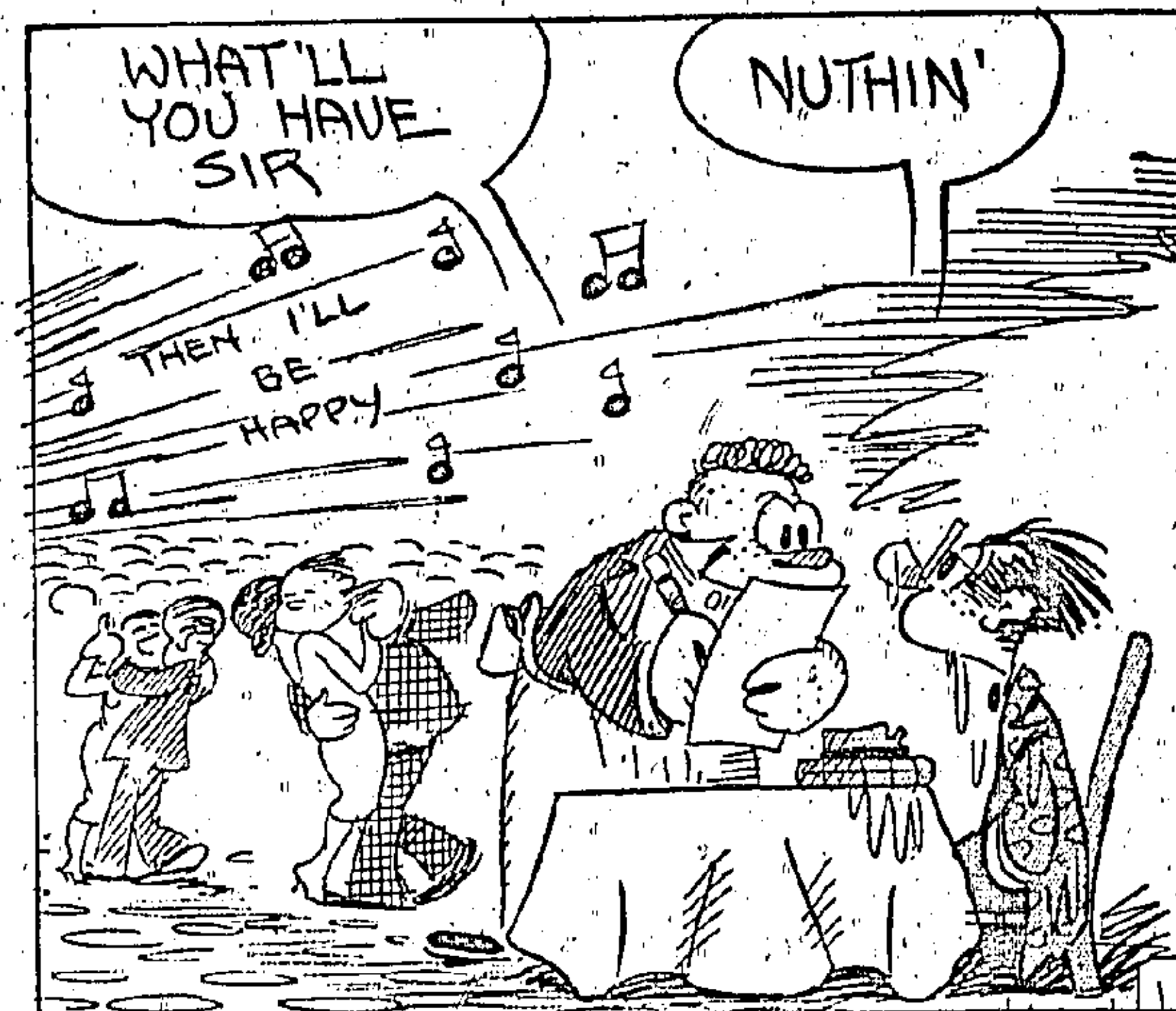
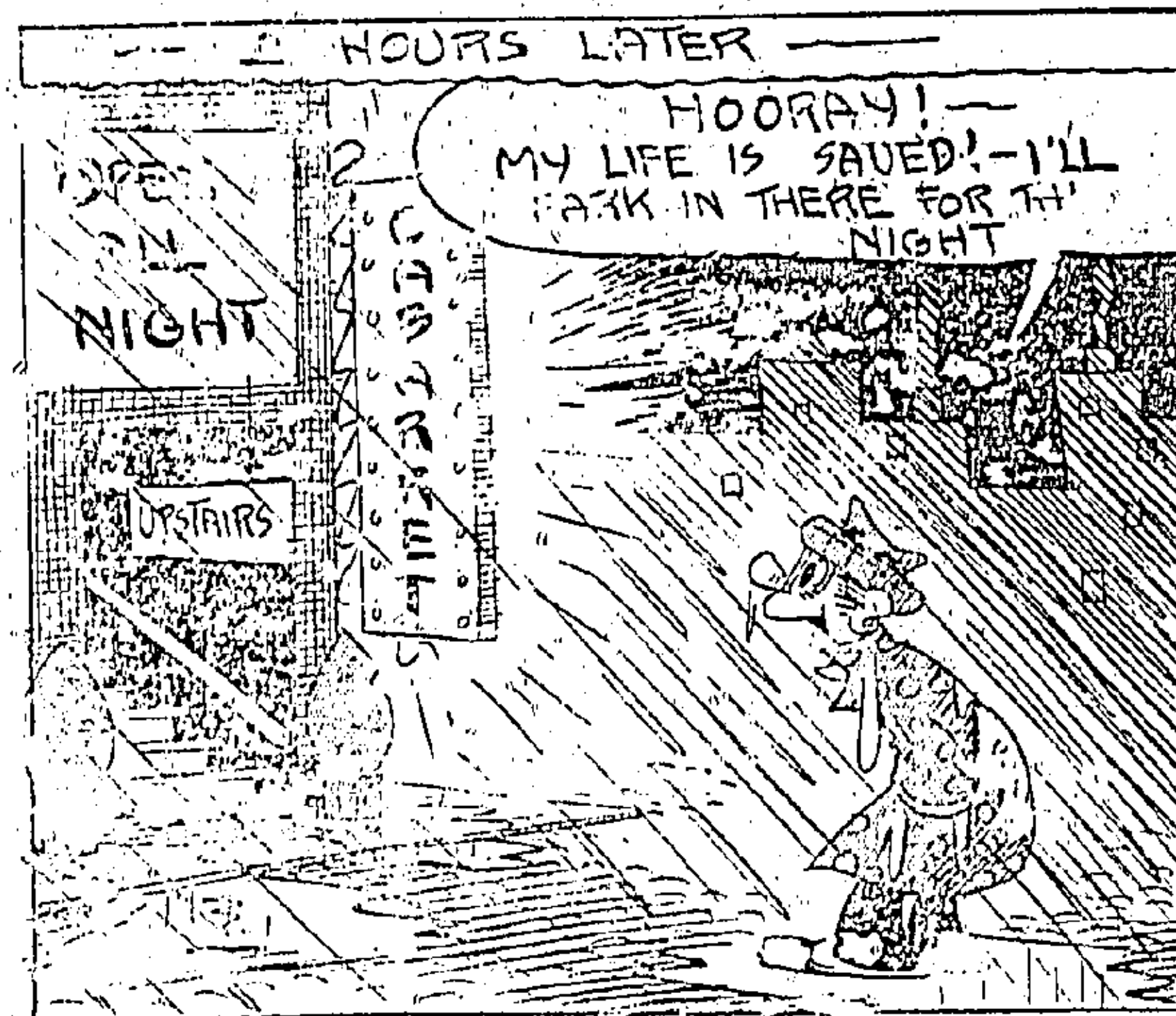
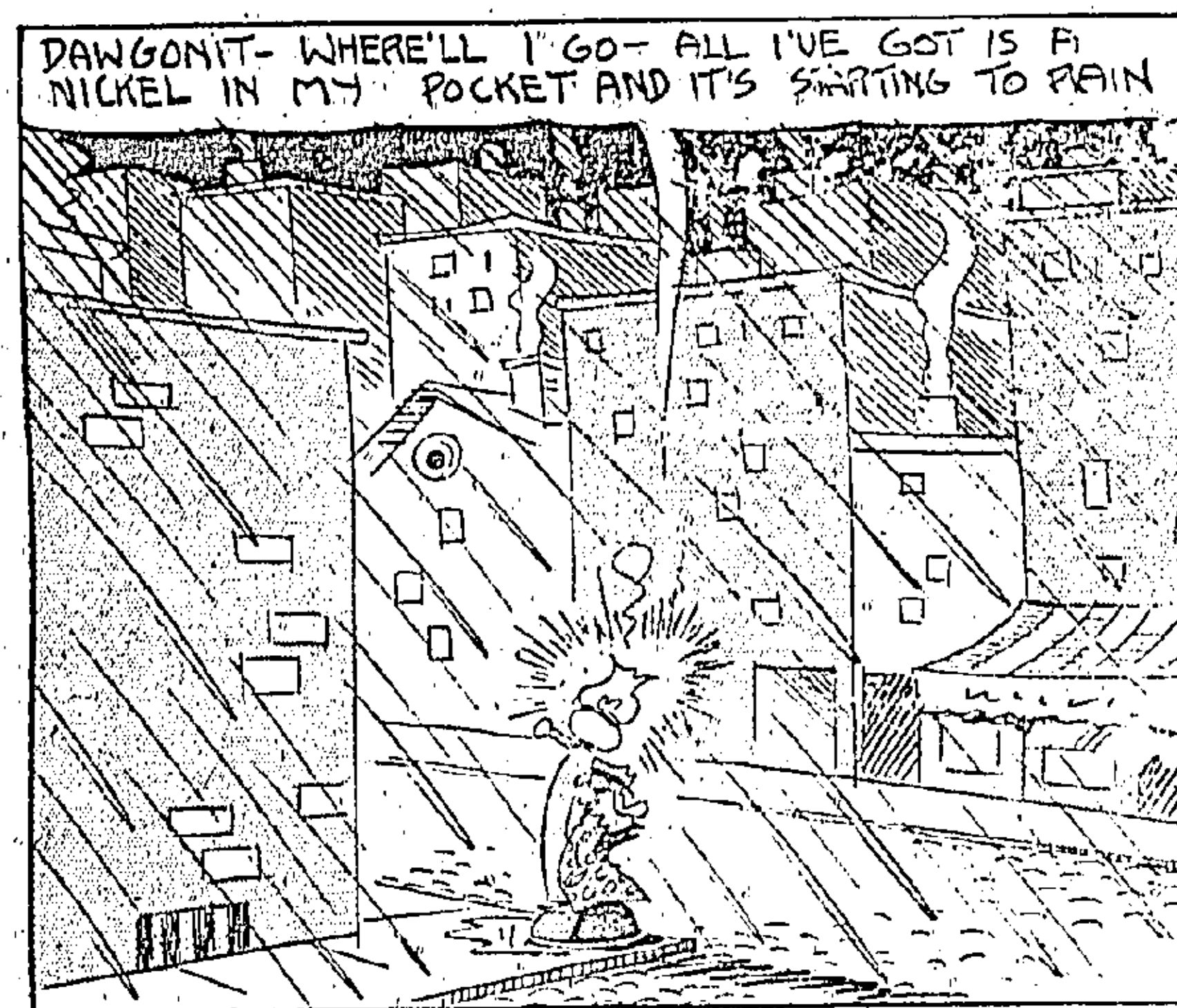
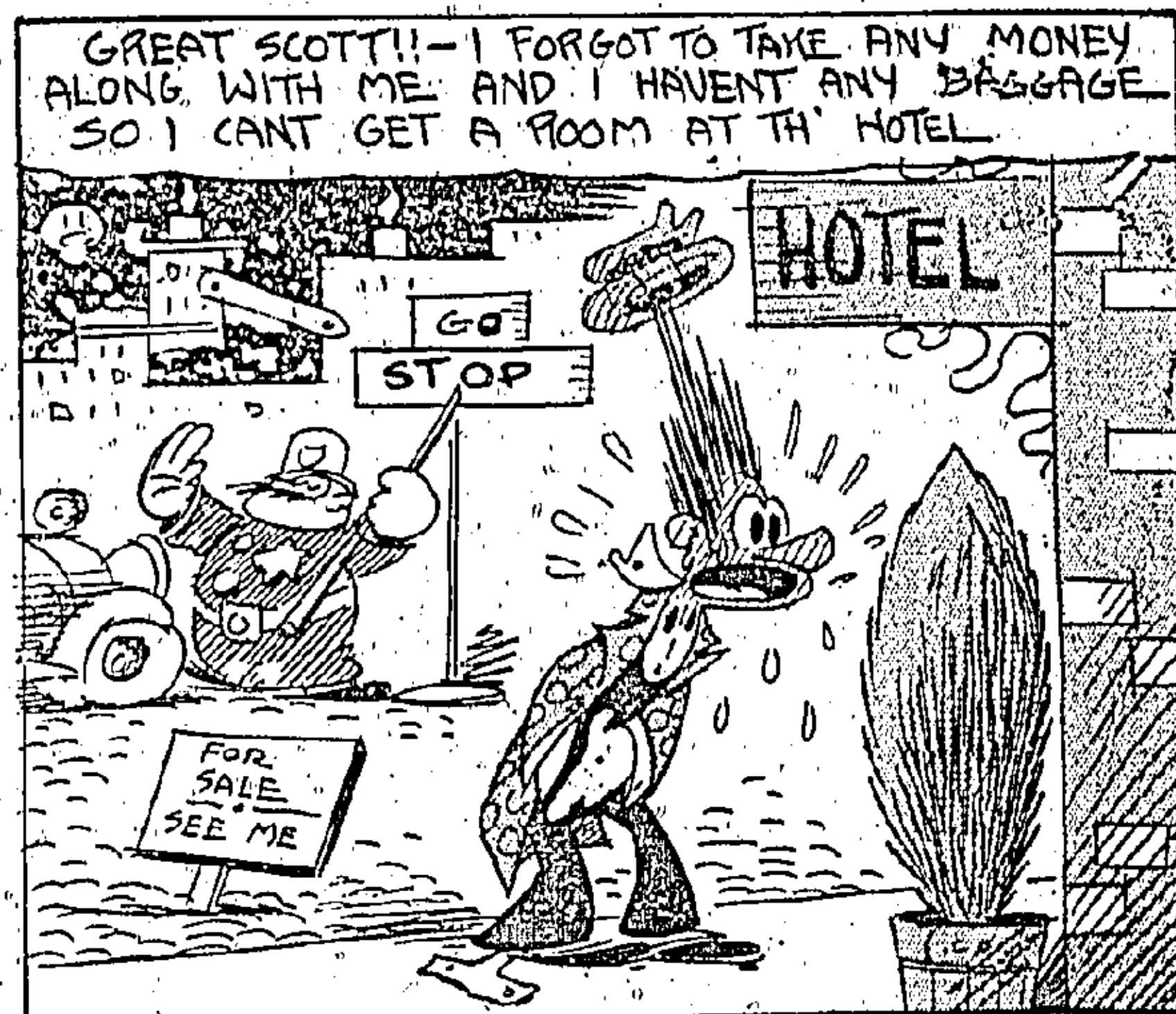
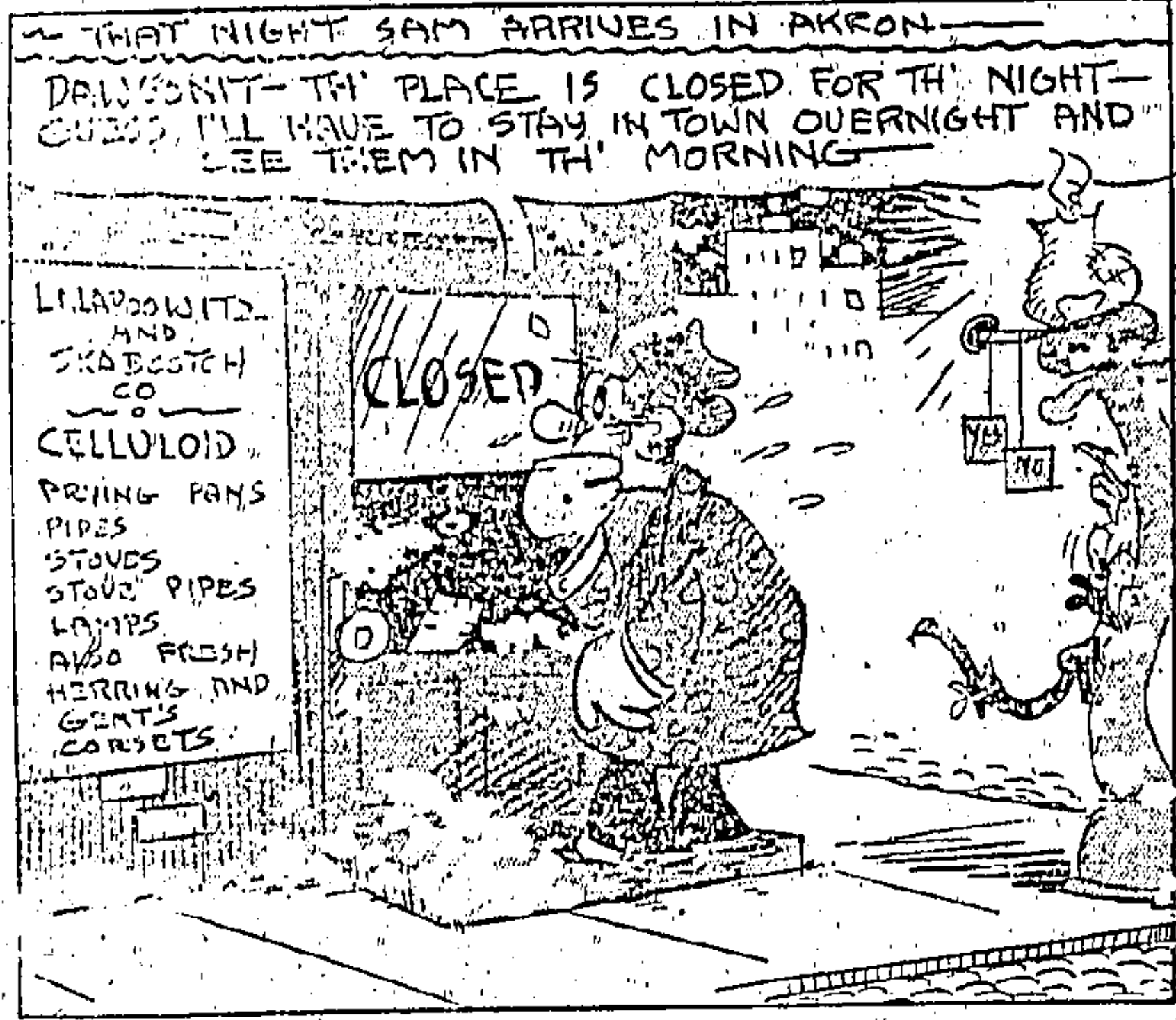
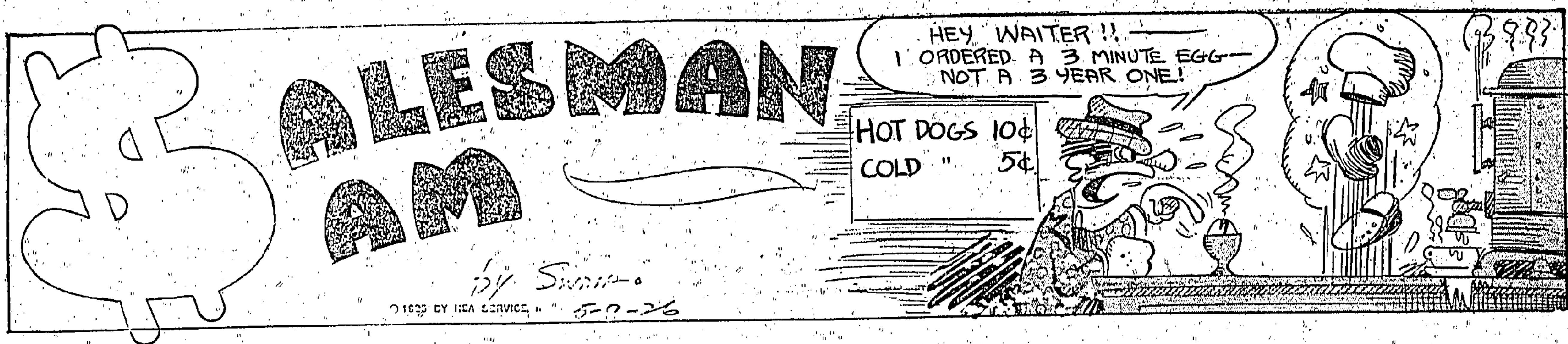


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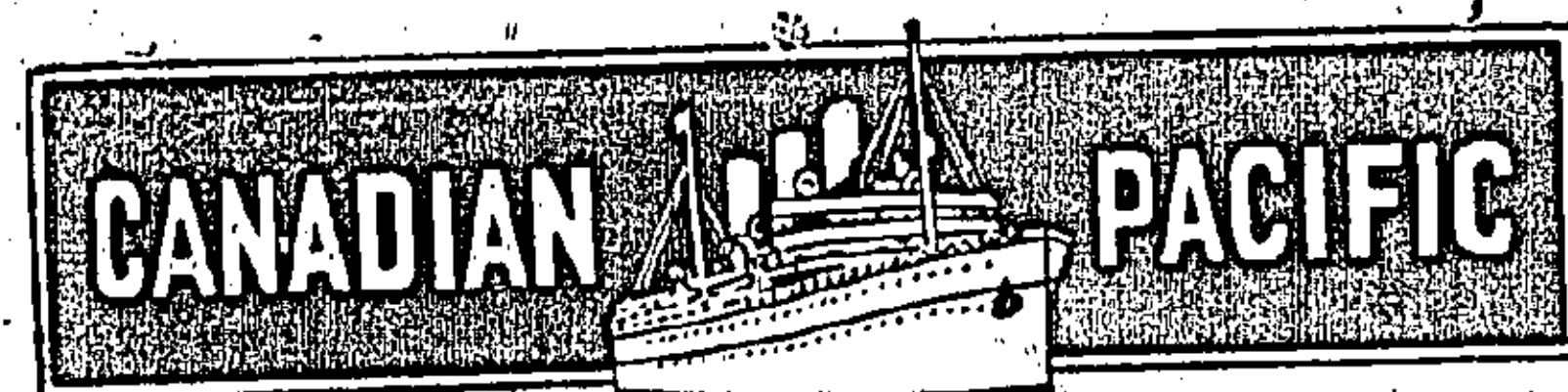
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EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4	Oct. 4
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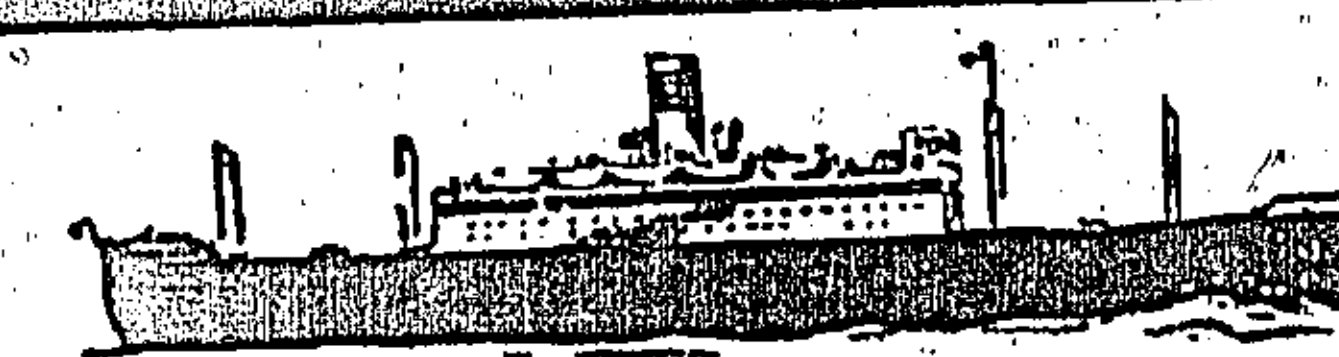
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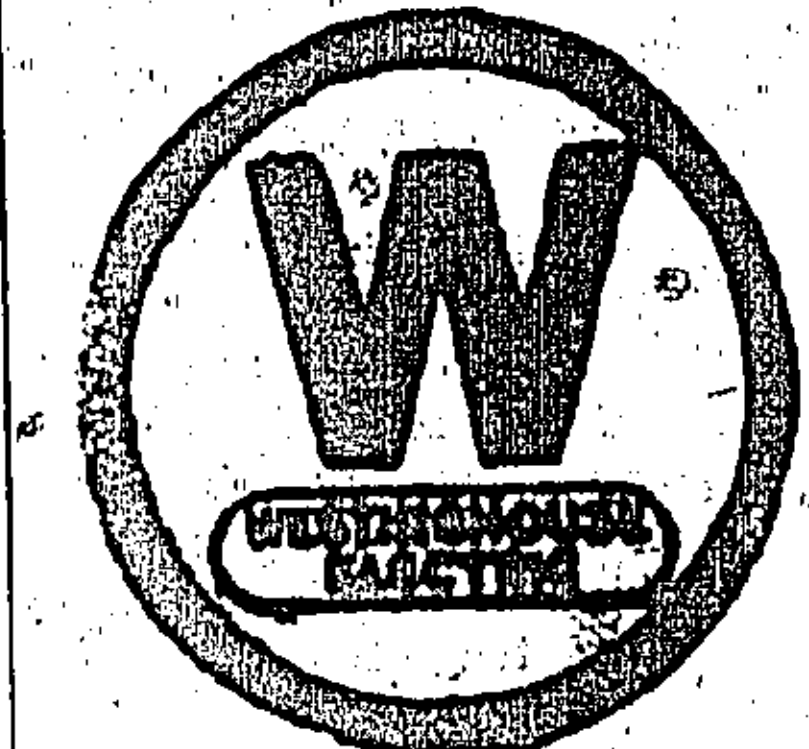
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Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday the 31st inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Wednesday the 2nd June, 1926, otherwise they will not be recognised.

All damaged packages will be examined on Saturday, the 29th inst., at 10 a.m. by Messrs—Goddard & Douglas.

No Fire Insurance has been effected.

J. LIMAGE,

Agent.

Hongkong, 23rd May, 1926.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

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Consignees of Cargo from MAR-SELLES &c.

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Agents.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 7 a.m. to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday the 31st inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Thursday the 3rd June, 1926, otherwise they will not be recognised.

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MECHANICAL AND

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ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY,
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LENGTH 767 FEET.

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DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

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HONGKONG, CHINA & JAPAN.

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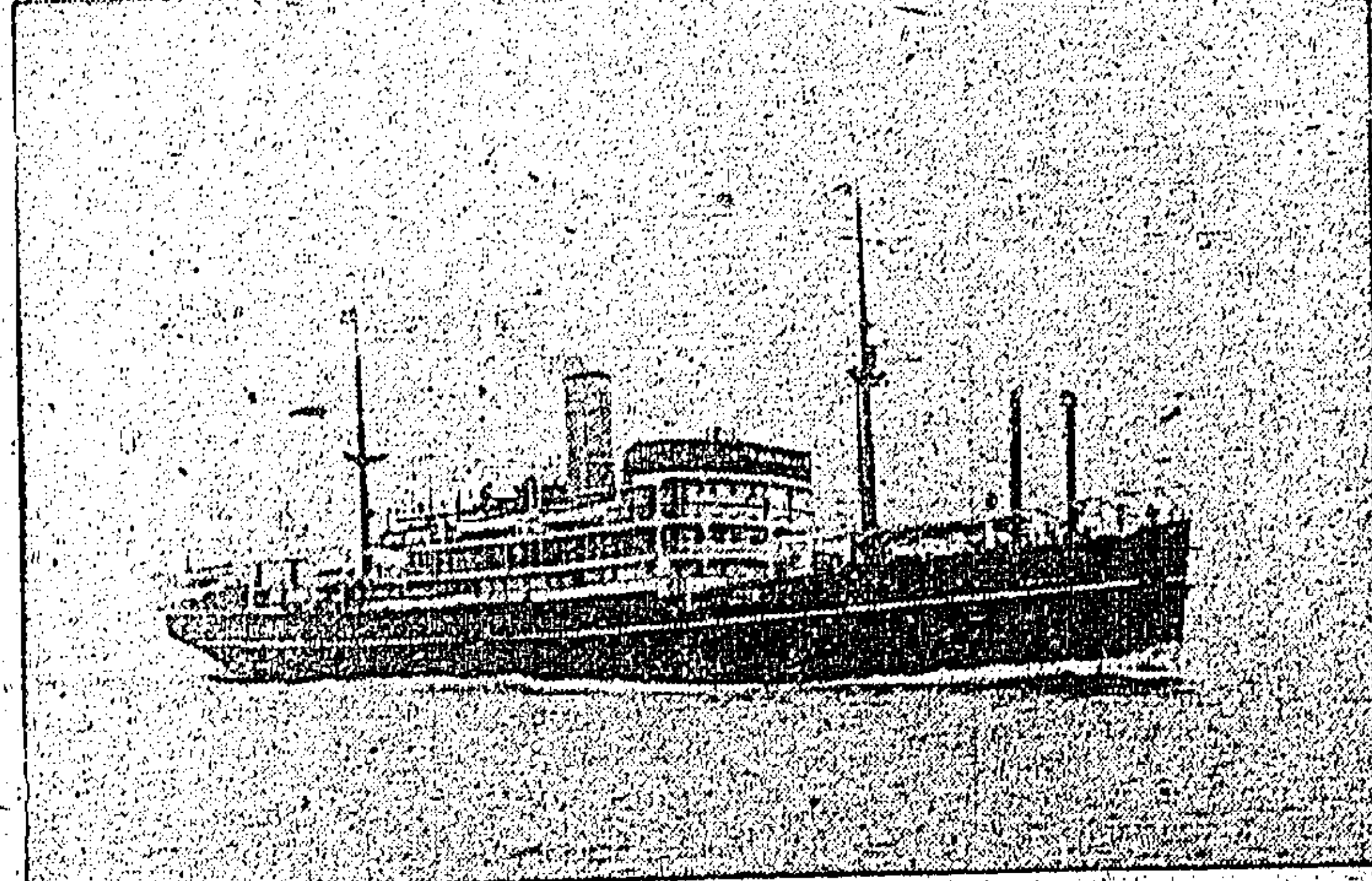
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition;

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Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co. Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.

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P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma; Ceylon India, Persian Gulf, Maritius, F. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MIRZAPUR	6,715	2nd June	M's, L'don & A'worp
NAGPORE	5,283	7th June	S'pore, P'ang, C'bo & B'bay
KHYBER	9,114	12th June	M's, L'don & A'worp
KIDDERPORE	5,334	21st June	S'pore, Penang, Colombo and Bombay
MANTUA	10,902	26th June	Marseilles & London
JEYPORE	8,318	5th July	S'pore, P'ang, C'bo & B'bay
KARALA	9,128	10th July	M's, L'don & A'worp
PADUA	5,907	15th July	Marseilles Rotterdam London & Antwerp
KASHMIR	8,985	22nd July	S'pore, P'ang, C'bo & B'bay
RANPURA	16,585	24th July	Marseilles & London
DELTA	8,097	7th Aug.	M's, L'don & A'worp
MACEDONIA	1,1089	21st Aug.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyraus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	11th June	S'pore, Penang & Calcutta
SANTHA	7,764	27th June	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	1 June 10 a.m.	(Manila, Sandakan, Thurs.)
ARAFURA	6,000	29th June	Island, Townsville, B'bane.
ST. ALBANS	4,500	30th July	S'pore and Melbourne.

*Calls at Iloilo, Zamboanga & Port Banga and Omits Sandakan.
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

JEYPORE	5,318	1 June 6 a.m.	Shanghai, Moji & Kobe
PADUA	5,907	2 June 10 a.m.	Shanghai, Moji & Kobe
SANTHA	7,754	9th June	Moji & Kobe
KARALA	9,089	11th June	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.**"Changte" & "Taiping."**

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.
VIA MANILA, ZAMBOANGA, PORT BANGA, AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DEPART HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
CHANGTE	14th June	17th June noon.
TAIPING	13th July	17th July
CHANGTE	10th August	14th August
TAIPING	11th September	16th September

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 35. Agents.

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Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANHATTAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sails at Hongkong

S.S. "LYCAON"	via Suez Canal	4th June.
S.S. "CITY OF SALISBURY"	via Suez Canal	18th June.
S.S. "OLORADO"	via Suez Canal	2nd July.
S.S. "LAOMEDON"	via Suez Canal	16th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.
For Freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CAN ON.

HOLLAND EAST ASIA LINE
OF THE
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Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals From Europe.

S.S. OLDEKERK	31st May.
S.S. GEMMA	28th June.
S.S. ZOSMA	26th July.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremer.

S.S. ALDEFARAN	13th June.
S.S. OLDEKERK	10th July.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
HONGKONG JAPAN LINE,
Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Thursday, 3rd June at noon
TENYO MARU	Tuesday, 15th June
KOREA MARU	Friday, 4th June
SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama	Tuesday, 17th July
BOKUYO MARU	Tuesday, 17th July
RUKUYO MARU	Saturday, 5th June
MARSEILLES, LONDON & ANTWERP via Singapore & Ports	Saturday, 19th June
KAMO MARU	Saturday, 3rd July
KATORI MARU	Wednesday, 23rd June at 11 a.m.
ATSUTA MARU	Wednesday, 21st July
SYDNEY & MELBOURNE via Manila & Ports	Tuesday, 8th June
TANGO MARU	Sunday, 20th June
AKI MARU	Wednesday, 2nd June
NEW YORK and/or BOSTON via PANAMA	Tuesday, 1st June
TAKAOKA MARU	Wednesday, 2nd June
TOYAMA MARU	Thursday, 3rd June
BUENOS AIRES via Singapore, Durban & Cape Town	Wednesday, 2nd June
WAKASA MARU	Wednesday, 2nd June
BOMBAY via Singapore & Colombo	Wednesday, 2nd June
GENOA MARU	Wednesday, 2nd June
CALCUTTA via Singapore, Penang & Rangoon	Tuesday, 1st June
CEYLON MARU	Tuesday, 1st June
NAGASAKI, KOBE & YOKOHAMA	Saturday, 19th June
AKI MARU	Tuesday, 1st June
SHANGHAI, KOBE & YOKOHAMA	Wednesday, 2nd June
KASHIMA MARU	Wednesday, 2nd June
MOJI MARU	Thursday, 3rd June
TOTTORI MARU	Thursday, 3rd June
TAMBA MARU	Thursday, 3rd June

For further information apply to:—NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACRE CASTLE" on or about 19th June.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0d. "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO" Sails about 5th June.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "VIMINALE" Sails about 31st May.

S.S. "ESQUILINO" Sails about 30th June.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMZUMBI" Sails about 2nd June.

Via Rangoon & Colombo

S.S. "UMSINGA" Sails about 2nd July.

Via Rangoon & Colombo

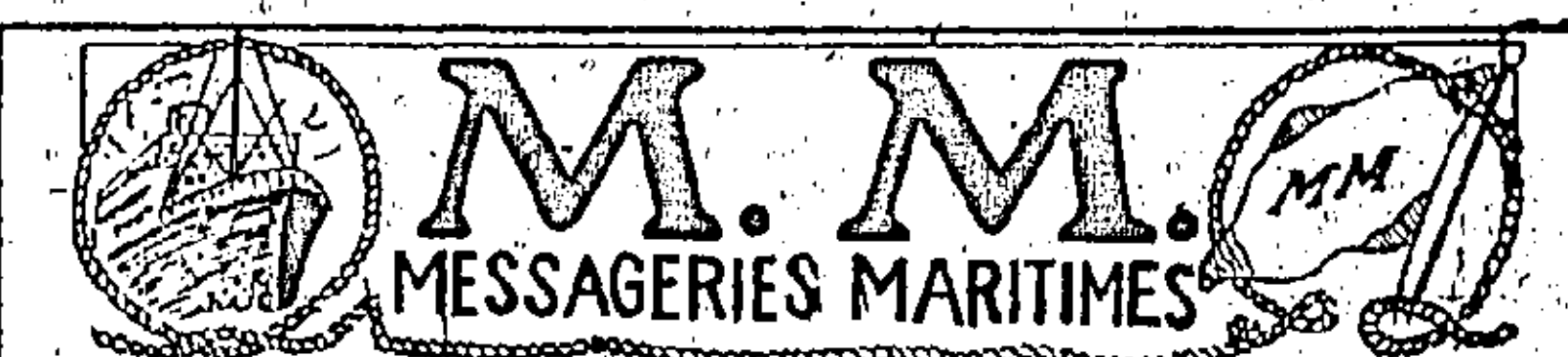
Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

**SERVICES CONTRACTUELS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hongkong and Sailing for Shanghai & Japan	Prob. Sailings from Hongkong for M's.
D'ARTAGNAN			8th June.
ANGKOR			22nd June.
PORTHOS	7th May	8th June	6th July.
ANDRE LEBON	21st May	22nd June	20th July.
PAUL LECAT	4th June	6th July	3rd Aug.
GENERAL Metzinger	18th June	20th July	17th Aug.
FONTAINEBLEAU	2nd July	3rd Aug.	31st Aug.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. YALOU from Dunkirk, L'don, Havre is due to arrive about 21st June.

For full particulars apply to

Messageries Maritimes Co. 3, Queen's Building.

Phone: Central 740

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JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

On Sunday, 30th Instant s.s. "TAISHAN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

SPECIAL SAILINGS.

On Thursday 3rd June and Sunday 6th June s.s. "TAISHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.
The "NORTONS" Orchestra will be on board on Sunday 6th June and there will be music and dancing during the voyage to and from Macao.

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(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

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S.S. "COLORADO" via Suez Canal From Hongkong 2nd July.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "CEDARBANK" via Suez Canal End June.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For M's, London & Havre, From Hongkong.
S.S. "CITY OF LONDON" 23rd June.
For M's, London, Hamburg & Havre From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
ORIENTAL AFRICAN LINE

S.S. "STEAMER" From Hongkong July, August.
Landing for Mauritius, Durban, East London, Algoa Bay, Port Elizabeth, M's, B'bay & Capetown.
Through Bill of Lading issued to Beira, Bulima, Beira, Port M'elia, Mozambique, C. inde, Inhambane, Zanzibar, Mombassa, Kilindini, Port No. 10th, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatia" to Java, Fremantle, Adelaide, Melbourne, and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ-Y LOPEZ Sails about 5th July.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

C. LOPEZ-Y LOPEZ Sails about 20th June.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply to:—

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O. D. BARRE TO Ltd., 28, Central Avenue, Canton.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.

Vessel. Due Hongkong. Vessel. Leaves Hongkong.

GLENTARA 31st May. CARMARTHENSURE 2nd June.

CARNARVONSHIRE 10th June. L'don, R'dam & H'burg via Oran.

GLENSHIEL 19th June. GLENSANDA 30th June.

PEMBROKESHIRE 8th July. L'don, R'dam & H'burg via Oran.

GLENIFFER 22nd July. CARNARVONSHIRE 28th July.

GLENOGLE 5th August. L'don, R'dam & H'burg via Oran.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line Ltd.

Telephone: Central and 3993.

CHINESE OPTICAL CO.

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and

Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

67, Queen's Road, Central.

METALS

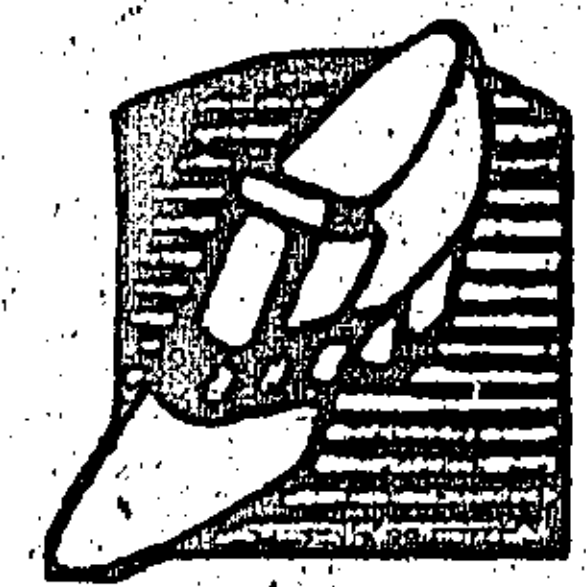
at all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,

[ESTABLISHED A.D. 1880]

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Japanese Shoe Expert.

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GREEN ISLAND CEMENT CO., LTD.

PORTLAND CEMENT

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In Bags of 250 lbs. net.

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General Managers.

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2nd. floor.

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& JEWELLERS.

Silver & Electro-Plated
Wares.

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Fancy Goods, etc.

Houses in Tientsin, Paris
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Factory in La Chaux-de-
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Tel. No. C.4433 2nd. floor
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"S E
SHALL HAVE MUSIC
WHEREVER SHE GOES"



with a "DECCA"
GRAMOPHONE
NEW MODELS JUST
ARRIVED
AT
ANDERSON'S

MASSAGE

Mrs. HANA INOKUCHI begs
to notify her clients that she has
returned to the colony, G. Ashley
Road, Kowloon. Tel. K. 754.

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THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
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ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI"
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LIMITED

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KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.

Tels. K.608 & K.609 Cable address: KOWLOTEL, Hongkong.

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FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
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THE EUROPE HOTEL.
SINGAPORE.

Terms:—A la carte or inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**
Telephone 2750. Managing Director.

Tel. Address: **GLENEALY HOTEL.** Telephone
"Glensly" Hongkong. 3 & 4, Glensly.
A first class Residential and Tourist Hotel. Splendidly situated with
in easy walking distance to all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: **MRS. FREDERICKS,**
Proprietress.

Printed and Published for the Proprietor by **FREDERICK
PERCY FRANKLIN,** at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

FUNERAL OF COLONY'S "GRAND OLD MAN."

The remains of the late Sir Paul Chater being conveyed to their last resting place in
the Protestant Cemetery at Happy Valley. Photo: Ming Yuen.

THE RENT LAW.

(Continued from Page 1.)

In the petitioners' view if the
withdrawal of the Ordinance
should result in the movement by
tenants from the main and at pre-
sent crowded districts to premises
outlying such districts this would
be a desirable happening, both
from the point of view of the
health and of the prosperity of the
Colony. Whilst at present there
may be a "ransport of families" in the
case of such a widening of the re-
sidential centre of the Colony, in
the petitioners' view such a move-
ment would immediately have the
effect of bringing such transpor-
tation into being, and any steps
which promote the extension of
the present residential quarters of
the Colony are in themselves dis-
sirable from all points of view.

SUPPLY AND DEMAND.

The petition, after expressing
the further view that the with-
drawal of the Ordinance would
not have the feared effect of an
increase in rents, owing to the
natural operation of the law of
supply and demand, and referring
to the "notorious part" played in
the past by the principal tenant,
concludes with the observation
that, in consideration of the mat-
ters above set forth, and in particu-
lar that the conditions which
were the principal causes for the
enactment of the Ordinance have
ceased to exist, it is desirable in
the interests of the general com-
munity that the Rents Ordinance
should not be renewed.

There then follows a list of
thirty-two signatures headed by
that of Au Kon-shan, Vice Chair-
man of the Landlords' Association.

TENANTS' PETITION.

Notwithstanding that the peti-
tion from the tenants asking for
the continuance of the Rents Or-
dinance, was prepared at a much
earlier date than the petition from
the Landlords' Association, it was
sent to the Government only on
Wednesday, thus following the
petition from the landlords, which
was received by the Government
last Saturday. The delay is ex-
plained by the time entailed to
secure the signatures of many
thousands of tenants.

To the 368 duplicate sheets
bearing the petition, which states
the case for the tenants, there
have been appended 4,382 copies
and the signatures of 3,392 indi-
viduals. It is pointed out that of
the 8,274 signatories to the
Tenants' Petition, only 200 are
from shops, and such-like institu-
tions. The remainder are tenants
representative of every district in
the Colony.

Having regard to a require-
ment that these signatures must
be appended immediately to the
text of the petition, provision
has been made for their appear-
ance in a whole page of foolscap
size on the opposite leaf. As
stated, 368 of these pages are
closely covered by these signa-
tures, and a good idea has been
acted upon in the binding of the
number in a single volume. A
handsome product has been turned
out as the result, with leather
covers bearing an appropriate in-
scription in gilt Chinese charac-
ters.

Two typewriters, valued at over
\$100, were stolen from the offices
of Messrs. Odell and Behar,
brokers, in the A. P. C. Building,
sometime during the night of the
26th-27th. The thief is believed
to have entered the room through
the fanlight of the door. A re-
port has been made to the police.

FAREWELL CONCERT.

TO "IMPERIAL PARTY'S
ORGANISER."

A large gathering of the many
friends of that popular concert
artist, Mr. Bert Burrows, attend-
ed a packed house at a farewell
concert to him in the Dockyard
Recreation Club last evening.
Mr. Burrows, who is well-known
to the Hongkong public as a per-
former of no mean ability, having
formed the Imperial Concert
Party which has rendered sterling
service in aid of various charit-
able institutions, leaves for Home
to-day on the s.s. Malwa. He
does not intend to return to the
Colony.

Mr. Burrows arrived here three
years ago and his talent as a
versatile performer soon be-
came apparent when he made his
first appearance at one of the
K.C.C.'s popular concerts. Since
then he has appeared in many
charity concerts and in 1925 he
formed the Imperial Concert
Party, which first performed on
the Commodore's tennis court in
aid of the M.C.L. Over \$900 was
realised for this deserving charity,
and Mr. Burrows is now the
proud possessor of the programme
which was autographed by H.R.H.
Prince George, Sir A. Sinclair,
Maj. Gen. Luard and Commodore
Stirling.

Three weeks ago, he formed the
New Imperial Concert Party, and
after fourteen days' they put on
a concert in aid of the M.C.L.
and thus were able to donate
\$400 to this cause.

The artists of the new party,
to whom Mr. Burrows pays warm
tribute for their untiring efforts
to make each concert a success,
are—Mrs. J. Hurst, Miss Audrey
Steel, Miss Ivy Gaubert, Miss May
Gaubert, Mr. Fred Jones, Mr.
Vic Blundell, and Mr. Jack Gren-
ham.

During the interval at last
night's function Mr. J. Lyl, asst.
N.S.O., took the opportunity of
presenting Mr. Burrows with a
small present in token of the es-
teem in which he was held by col-
leagues. In a short and happy
speech, Mr. Lyl deplored the loss
of one who would be hard to re-
place.

Mr. Burrows, in replying, thank-
ed all most heartily for the splen-
did gifts they had bestowed upon
him and also for the support they
had always accorded him. He
said he was very sorry to be leav-
ing such a host of kind friends and
made special mention of his right-
hand man, Mr. A. B. Allen, who is
taking over the management of the
new party.

The presents were a silver cof-
fee service, silver rose bowl and a
silver rickshaw.

The concert was a great success
and all artists performed so well
that it would be hard to single
out any for special mention.
Those who contributed were:—
Mr. W. R. Fleming, Mr. Whelan,
Mr. E. Crocker, Mrs. Chittenden,
Mr. J. Lyl, Mrs. Lockhart and
the New Imperials.

SI J. CANTLIE.

(Continued from Page 1.)

serious surgical and medical
works, mostly dealing with tropi-
cal diseases and surgery. It is
interesting to record that after
leaving Hongkong, he went to
India on an extended tour, visiting
many medical schools and places
of interest. He had also travelled
the Far East extensively, and had
also been a visitor to the United
States and Canada.

**AMERICAN DRUG
ADDICT.**

CONFESSION IN POLICE
COURT.

Charged with being in posses-
sion of a quantity of morphine
and heroin, as well as some other
forbidden chemical compounds,
Joseph de Morrit, an American,
who was arrested by the police at
the Astor House Hotel on Tuesday
subsequent to the discovery of
the drugs in his room, tells an ex-
traordinary story of his life, and
the circumstances which led to
his being a drug addict.

He told the Magistrate at the
Central Police Court to-day that
it was a long story he had to re-
late. His Chinese nurse, Ah Sing,
started the habit for him. When
he was a baby in arms and was
fretful, the family found that the
nurse alone could quieten him.
It was not until he was between
the ages of five and six that his
family discovered why the nurse
could always quieten him while
the personal efforts of his family
had failed—she used to put opium
into the milk, and they knew
nothing of that.

At the age of eight or nine, Ah
Sing taught him the use of the
opium pipe. He occasionally took
puffs of the smoke through a
handkerchief, but he was later
able to abandon the habit.

When he about 22 years
he had an accident which
resulted in his skull being
fractured, his bones broken,
and pains, which even now
had not departed. For twenty-
eight months he was laid up in
bed, enduring continuous pain,
and heroin and morphine were
prescribed. This treatment re-
vived the habit. Since that time
he had on and off used drugs,
coping himself when the pains
returned, and abstaining from
them when he could do so. When
he was in Japan, he had occasion
again to turn to drugs, and heroin
and morphine were again pre-
scribed.

Sergeant Elston, who prosecut-
ed, said there was no suggestion
on the part of the police that the
defendant was trafficking.

The explanation was accepted
by the Magistrate (Mr. R. E. Lind-
sell), who imposed a fine of \$100
and ordered the drugs to be con-
fiscated, together with the needles
and syringes.

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